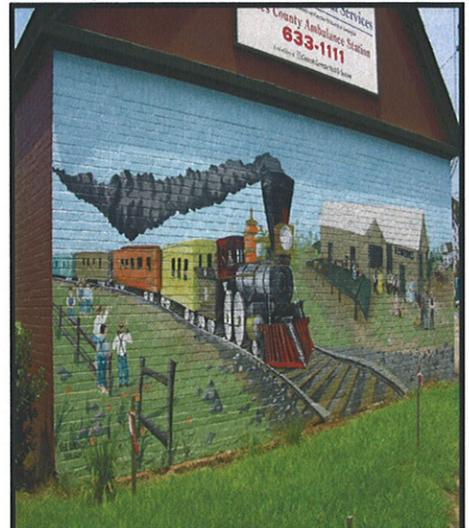
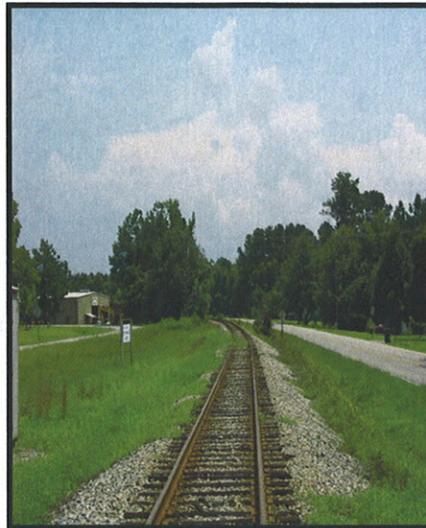
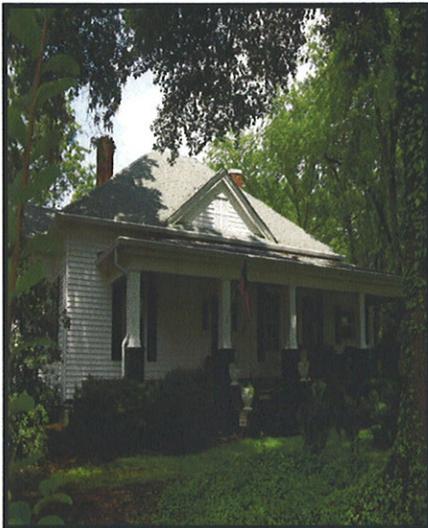




JONES COUNTY

This County, created by Act of the Legislature Dec. 10, 1807, is named for James Jones of Savannah, a legislator at 23 and member of the State Constitutional Convention in 1798 in which year he was elected to Congress. The first County Site was at Clinton but it was changed to Gray in 1905. Among the first County Officers were: Sheriff James Riley, Clerk of Superior Court John R. Gregory, Clerk of Inferior Court James Bond, Tax Receiver Daniel Candler, Tax Collector Hillery Pratt, Coroner Thomas Thrower and Surveyor Charles Miller. First Justices of the Inferior Court were: William Binion, William Jones, Hugh M. Comer, James Jackson and John McKenzie.

054-5 GEORGIA HISTORICAL COMMISSION 1955



Ocmulgee-Piedmont Scenic Byway Corridor Management Plan



OCMULGEE-PIEDMONT SCENIC BYWAY

CORRIDOR MANAGEMENT PLAN

**Prepared for the Georgia Department of Transportation
By the Ocmulgee-Piedmont Scenic Byway Committee**

December 2005

“The contents of this publication reflect the views of the author(s), who is (are) responsible for the facts and accuracy of the data presented herein. The opinions, findings, and conclusions in this publication are those of the author(s) and do not necessarily reflect the official views or policies of those of the Department of Transportation, State of Georgia, or the Federal Highway Administration. This publication does not constitute a standard, specification, or regulation.”

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A PICTORIAL TOUR OF THE PROPOSED OCMULGEE-PIEDMONT SCENIC BYWAY

INTRODUCTION

It began in early 2001. Representatives from the Jones County-Gray Chamber of Commerce and the Development Authority of Jones County had just learned about the Georgia Department of Transportation's Scenic Byway Program. Intrigued by what they heard, they conducted further research into this program and determined that not only having such a program in Jones County could have a positive economic impact on the community, but it would also provide an opportunity to showcase many of the County's intrinsic qualities to visitors from throughout the state and nation. From this initial research, they contacted the Middle Georgia Regional Development Center, which at the same time was promoting this same program to other communities in the Middle Georgia area, and the Georgia Department of Transportation (GDOT) to see if a site visit could be arranged to tour the county and determine possible candidates for byway designation.

Several weeks passed, and a site visit was arranged with the GDOT's Scenic Byway consultant, the Middle Georgia RDC Scenic Byway Program coordinator, representatives from the Chamber and Development Authority, and others from Jones County. The participants in this survey spent the entire day criss-crossing the entire county in hopes of identifying the roadways that could meet the stringent requirements of the Scenic Byway Program, but for one reason or another, none of them could.

As the sun was quickly getting lower in the sky, it was decided to try one more roadway--State Road 11 north of Gray. Several in the van had heard about the beautiful rural viewsheds just north of the city. Others commented on the three small communities (Bradley, Wayside, and Round Oak) along this roadway that had a rich history related to the railroads and contained many important historic structures that were worth preserving. Several of the riders mentioned about an important Civil War battle that involved General Sherman's troops and that a famous modern singer was born and buried near the vicinity of this highway. As they moved through the beautiful farmland and the historic communities and passed the site of the Civil War battle, they knew they had something special. However, they were not finished.

As the van passed the Georgia Forestry Commission's office and tower, several of the passengers expressed to the others that they needed to turn around and proceed down another road called Round Oak-Juliette Road. Along this road, they said there were other special features that would complete the case for byway designation, and they were right. Shortly after making the turn on Round Oak-Juliette Road and passed the Georgia Forestry Commission station, the van entered the Piedmont National Wildlife Refuge. For several miles, the riders gathered a sense of the Refuge's scenic and recreational qualities that would be an important complement to the areas they passed along Highway 11. They came upon a sign pointing to the direction of the Jarrell Plantation, and everyone knew the significance that outstanding facility could play in the byway designation. At the end of the long winding road, there were several jewels left to be discovered; an old grist mill that played an important economic role both before, during, and after the Civil War; East Juliette, a village that housed the workers in the mill and has been revived as an important residential community; and finally, the Ocmulgee River--what beauty, what peacefulness, and what history can be told about this incredible resource.

The driver stopped the van, and each of the passengers looked at each other with awe and amazement and knew after a long day's journey and riding hundreds of miles across the landscape of Jones County, they had found their scenic byway, and the Georgia DOT consultant agreed.

It did not take long for the Chamber and the Development Authority, with assistance from the Middle Georgia RDC, to complete the second step in the byway designation process; the Application. It was sent to Georgia DOT, reviewed by the Georgia DOT Scenic Byway Consultant, and subsequently approved by the State Transportation Board. The next step was the development and approval of the Corridor Management Plan.

Several years had passed with little activity on the Corridor Management Plan. The project sponsors, the Chamber and the Development Authority, knew there had to be some agency that would have to come in and help guide the volunteers and the Chamber/Development Authority staff through the intense CMP process. Finally, in August 2004, an agreement was reached with the Middle Georgia RDC to provide this assistance that will eventually lead to the approval of the CMP and designation approval by the State Transportation Board. To assist the RDC with this effort, the Chamber and Development Authority established the Ocmulgee-Piedmont Scenic Byway Committee that consisted of property owners along the route and other volunteers and professionals. This Committee played a vital role in the development of the Corridor Management Plan that included: (1) conducting the inventory of the corridor's intrinsic qualities and identifying the activities that will be implemented to preserve, protect, and enhance these intrinsic qualities; (2) assisting in the corridor management issues' inventory and establishing recommendations to address these issues; (3) assisting in the public involvement component such as helping to make the arrangements for the public meetings and obtaining letters of support from the community and (4) helping to formulate the five-year implementation timetable.

Purpose and Content

The Corridor Management Plan is the third step in the scenic by-way designation process. Its purpose is:

- Inventory the corridor's intrinsic qualities and place them in the context of the surrounding area and identify specific preservation and enhancement strategies for each of these qualities;
- Assess the issues that will impact the byway's designation and identify specific strategies to address these issues;
- Document the process to obtain the involvement and input of the residents in the corridor and other important stakeholders during the CMP development and after designation of the byway;
- Document the compliance with existing local, state, and federal laws about the control of outdoor advertising; and
- Establish plans for marketing and publicizing the byway.

The Corridor Management Plan for the Ocmulgee-Piedmont Scenic Byway has been divided into four major sections. The first section of the report focuses on the intrinsic qualities found in the byway corridor. The discussion is intended to lead to an understanding as to what makes the corridor special and what makes the corridor worthy of designation. Once these components are

established under each intrinsic quality, then a series of strategies are identified that are intended to insure the preservation, protection, and enhancement of that intrinsic quality.

Following a thorough review and analysis of the corridor's intrinsic qualities, the next appropriate step is to inventory and assess those issues that may distract from the visitor's traveling experience and also impact the byway designation process. Later in the Corridor Management Plan, specific recommendations will be made as to how the community plans to address each of these issues.

As mentioned above, a Committee was formed to oversee the development of the Corridor Management Plan. Though this Committee had excellent representation from corridor residents and other key stakeholders, other means of soliciting public involvement and support for the project had to be established. This section outlines the public involvement efforts the Committee utilized prior to the submittal of the Corridor Management Plan to the State.

The culmination of the Corridor Management Plan is the sponsor's implementation strategy contained in the fourth and final section of the document. The implementation strategy covers many different facets including:

- The structure and responsibilities of the organization designated to implement the Corridor Management Plan;
- Financial and legal responsibilities for various aspects of the implementation process;
- The plan to provide on-going public involvement and support;
- A five-year work program that lists specific activities, the year(s) the activities will be implemented, the agencies and organizations responsible for implementing the activities, the estimated cost and proposed funding source; and
- Finally, a schedule of when and how the sponsor will review the degree to which those activities are being accomplished.

At the end of the document, there are several appendices that document the public participation process, the media coverage of the corridor management plan process, and the letters of support from individuals and organizations.

Proposed Route

The proposed Ocmulgee-Piedmont Scenic Byway begins in downtown Gray on Highway 11. The route continues north on Highway 11 for approximately nine miles where it passes through the communities of Bradley, Wayside, and Round Oak and then intersects Round Oak-Juliette Road. The route proceeds west for approximately 12 miles along Round-Oak Juliette Road through the Piedmont National Wildlife Refuge to its terminus at the Ocmulgee River. Map 1 graphically illustrates this route, as well as, the byway corridor that is defined in this report as two miles on either side of the highway.

Vision and Goals for Corridor Management Plan

As one of its first orders of business at its November 30, 2004 meeting, the Ocmulgee-Piedmont Scenic Byway Committee developed and adopted a vision statement and a set of goals for the scenic byway process. They are as follow:

VISION STATEMENT

TO PRESERVE THE SCENIC, NATURAL, HISTORIC, CULTURAL, ARCHEOLOGICAL, AND RECREATIONAL QUALITIES, WHILE PROMOTING THE TOURISM AND ECONOMIC DEVELOPMENT OPPORTUNITIES ALONG THE OCMULGEE PIEDMONT SCENIC BY-WAY

GOALS

- **To preserve the corridor's scenic, natural, historic, cultural, archeological and recreational resources.**
- **To promote the tourism and economic development opportunities of the scenic by-way.**
- **To enhance the traveler's experience and enjoyment of the scenic by-way's intrinsic qualities.**

BYWAY INTRINSIC QUALITIES

The Scenic Byways Program defines six possible intrinsic qualities that could be present along a proposed scenic byway, and those are: archeological, cultural, historic, natural, recreational, and scenic. The Ocmulgee-Piedmont Scenic Byway corridor possesses four of these intrinsic qualities--scenic, natural, historic, and recreational. Each of the four intrinsic qualities are presented below in a separate section. Each section begins with a narrative that describes that particular quality and what makes it special to the scenic byway corridor and closes with a list of strategies to preserve, enhance, and protect the intrinsic quality. Pictures and maps are interspersed throughout the text to give a visual perspective and highlight key points made in the narrative.

Scenic

Scenic quality is **the heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape--landform, water, vegetation, and manmade development--contribute to the quality of the corridor's visual environment. Everything present is in harmony and shares in the intrinsic quality.** (FHWA Policy 5.18.95)

Inventory

Though this corridor contains no mountains, oceans, or other exotic scenic experiences, there are several natural and manmade environments in this corridor that can provide the traveler with a “heightened, pleasing, and memorable visual experience.”

The first scenic environment is downtown Gray along Highway 11. Through the help of a TEA-21 grant, the investment of local merchants, and the assistance by a local Better Hometown committee (not officially designated by DCA), this small one-block area has been transformed into a very attractive area through streetscape and façade improvements. It provides a strikingly distinct contrast to the commercial development around it, and an excellent first impression to the traveler. That first impression is critically important in the traveler's decision to continue further along the byway.

The second scenic environment is the beautiful rural viewshed between the City of Gray and the Bradley community. This viewshed is characterized by hay fields, pecan groves, and pasture lands that continue for at least several miles. To the traveler, this viewshed provides an excellent contrast from the urban environment and the traffic experienced in Gray. These farms are owned by individual families, and there is concern of protecting this viewshed in the event these farms are sold to other interests. Since the maintenance of this viewshed is important to the integrity of the scenic byway and protecting this intrinsic quality, the byway organization that is formed after the designation should strive to educate the landowners in this area about the different conservation techniques available and the benefits to their family today and in future generations.

Between these two scenic environments is an important transition area that may require some regulatory means to protect and enhance this area. North of Martin Luther King, Jr. Boulevard to Industrial Boulevard on the west side of Highway 11, there is a small amount of commercial zoning with the remainder zoned for residential uses. East of Highway 11 on the other side of the Norfolk Southern Railroad to Highway 129/44 is zoned industrial. That particular triangular strip is of greatest concern to the protection of this intrinsic quality. It is important that the scenic “flow” between the one block of downtown Gray along Highway 11 to the rural viewsheds north of Industrial Boulevard is maintained, and the traveler’s view is effectively graduated from an urban to rural environment, and not done abruptly. This can be accomplished through buffers, landscaping, and guidance in development design.

The third scenic environment are the communities of Bradley, Wayside, and Round Oak and the turn-offs on Hungerford Road, Otis Redding Drive, Jackson Road, Shoal Creek Road, and Hadaway Road. The three communities have an enormous historic context that will be better explained under the historic intrinsic quality section. The true scenic character of Bradley, Wayside, and Round Oak may not take place until sometime in future when efforts are underway to restore the buildings and structures along with the streetscapes in these communities. This will leave the traveler with a pleasurable and memorable experience by going back to the “scene” of the past and reliving what these communities were like over 100 years ago, but at the same time, realizing that these communities have an important role to play in the 21st Century as well.

The scenic turnoffs from the five roads leading from the three communities is again to remind the traveler of the beautiful rural landscape that is found in this section of Jones County. This time, however, unlike the flatter terrain found north of Gray, the topography becomes more rolling due to its location north of the Fall Line.

After passing through Round Oak and going approximately one mile, the traveler sees a road to the left, and at the corner is the Georgia Forestry Commission Round Oak office and tower. Making that turn and going past the Georgia Forestry Commission property there is a sign that gives a clue that an important scenic event is about to take place--PIEDMONT NATIONAL WILDLIFE REFUGE. In the sections that follow, the natural and scenic qualities of this outstanding resource will be discussed; but for now, the focus is on the scenic. For roughly eight miles, with the exception of a few residential dwellings, the traveler is encompassed by a pristine natural environment where he does not rule; the birds, mammals, turtles, frogs, lizards, snakes and other wildlife do. For a time, the traveler understands his importance at this location and rests in the fact that he himself is in a refuge from his day-to-day life. From many points along this road (Round Oak-Juliette Road), he can stop and get out of his car and listen to the stark silence that pervades this incredible wilderness. The traveler can also take advantage of several scenic drives through the wildlife refuge, one of which is the Little Rock Wildlife Drive shown on Map 2. This six-mile tour takes the traveler over one of the most scenic portions of the Refuge, enjoying a variety of landscapes and canopies, as well as experiencing the rulers of this portion of earth, the wildlife. It is here, that the traveler can experience peace, quiet, serenity, and beauty that cannot be found in Macon, Atlanta, and even Gray itself.

The traveler knows it cannot stay in the Refuge forever, and must continue his journey along the byway. Leaving Little Rock Wildlife Drive, Round Oak-Juliette Road continues to wind through the Refuge for several more miles. Near the road’s terminus, there is a turnoff called Jarrell

Plantation Road where several miles to the south is one of the area's most important historical treasures; the Jarrell Plantation, a State Historic Site. Round Oak-Juliette Road proceeds northwest from Jarrell Plantation Road and enters another historic community, East Juliette. The context of this community along with the old grist mill that supported East Juliette will be discussed in more detail under the historic intrinsic quality section. Finally, Round Oak-Juliette Road terminates at the Ocmulgee River, the last of the scenic intrinsic qualities along this proposed byway. The Ocmulgee River meant much to the history of this area, but to the traveler along this byway it is an opportunity to enjoy the serenity, quietness, and beauty of this natural wonder that this portion of Jones County exhibits. It would be fitting to have an attractive passive recreation area at this location that both highlight the scenic quality of the river and the rich historical heritage of the East Juliette community and the mill.

Scenic Preservation and Enhancement Strategies

To protect, preserve, and enhance the scenic qualities of the scenic byway corridor, the Sponsor will, in cooperation, coordination, and participation of other organizations:

- Obtain the official Better Hometown Program designation for the City of Gray and assist the Better Hometown Coordinator and Committees in the design and maintenance of the downtown streetscape and facades and in establishing a byway trailhead in the downtown area;
- Develop measures to protect the farmland view sheds and provide information to landowners, particularly between the Jones County Government Center, Bradley Wayside, and Round Oak;
- Coordinate with the City of Gray and Jones County to develop and implement an overlay district for the scenic byway corridor that would include use, setback, lot, signage, and building and landscaping design requirements that would be applied only within the corridor area;
- Provide consistent signage and enhanced landscaping at community entrances;
- Develop preservation plans for the four communities along the byway corridor that will enhance their historic and scenic character;
- Develop historic and scenic turnoffs for the five roads leading from Bradley, Wayside, and Round Oak;
- Propose to the Gray City Council and the Jones County Commission to update their sign ordinances to regulate new billboards and set reasonable standards within federal and state guidelines along the scenic byway;
- Work with GDOT and the Jones County Commission on maintenance of the roads and rights-of-ways;
- Work with GDOT on reducing the impact of any future road improvement on the scenic quality of the byway;
- Coordinate communication and initiate cooperative efforts with Norfolk Southern Railroad particularly in the areas of vegetation control and the appearance of railroad properties;
- Sponsor annual clean-up events along the byway;
- Participate in the State Adopt-a-Highway Program;
- Prepare a comprehensive conservation plan for the Piedmont National Wildlife Refuge; and

- Develop a passive recreational area in the Ocmulgee River Bridge-Old Grist Mill area that will enhance the scenic quality of that area.

Natural

Natural quality **applies to those features of the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landform, water bodies, vegetation, and wildlife. There may be evidence of human activity but the natural features reveal minimal disturbances.** (FHWA Policy 5.18.95)

Inventory

The most significant natural feature in the Ocmulgee-Piedmont Scenic Byway Corridor is the Piedmont National Wildlife Refuge. The Refuge was established in 1939 as a “combination wildlife and game-management demonstration area” to show that wildlife could be restored on useless, eroded lands.

The original forest that was in the refuge was cleared by European settlers in the early 1800s and farmed. The loss of the forest with its stabilizing root system along with the extensive cotton farming that gradually reduced the soil’s natural fertility led to extensive erosion problems. By the early 1900s, few wildlife and sparse timber remained.

The 35,000-acre Refuge has been transformed once again into a beautiful forest area largely due to the conservation programs of the U.S. Fish and Wildlife Service. Loblolly pines now occupy the ridges while hardwoods are found in the creek bottoms and scattered upland coves.

The Refuge now serves as a model forest ecosystem for wildlife. The wetlands along the clear streams and beaver ponds are host to migrating waterfowl. Eleven ponds are managed for wildlife and fish, including the wood duck and the endangered robust redhorse sucker. The red-cockaded woodpecker, a native bird of the southern United States, but listed as an endangered species, along with 200 species of birds, including many species of neotropical songbirds, make their home in the Refuge. The Refuge conducts an annual bird count the Monday before Christmas. Turkeys, squirrels, and other woodland wildlife feed on the acorns, dogwood berries, hickory nuts and persimmons provided by the extensive strands of hardwoods. Recent surveys (held in June every year) have revealed that over 40 species of butterflies can be found in the open fields. Wildlife populations are now in greater numbers than when the European settlers first arrived.

Important events that the Refuge holds regularly to maintain the natural quality include the Juliette Road cleanup and the hiking trail cleanup.

Another significant natural area is the Ocmulgee River. In the language of the Creek Indians, Ocmulgee means “bubbling water,” which was to them and to us today a life-sustaining force flowing through the area (Ocmulgee National Heritage Corridor Feasibility Study, 2004).

The Ocmulgee River begins around 1,000 feet above sea level in the headwaters of the Yellow, Alcovy and South Rivers in north central Georgia. It then flows south into an impoundment area of Lake Jackson and re-emerges where it continues for 241 miles downstream and joins the Oconee River to join the Altamaha. (The New Georgia Encyclopedia, 2000).

If the traveler was to access one of the boat landings near Juliette and leisurely ride down the river, he would see mild rapids going through a variety of topography characterized by steep hill, lowland pastures, granite, and red clay banks. He would pass a forest full of oak, hickory, sweetgum, and pine trees. He might be able to catch a glimpse of a white-tailed deer on the bank. Then stopping for a while to fish, he could be lucky enough to catch bream, a largemouth bass, catfish, and gar (Ocmulgee National Heritage Corridor Feasibility Study).

Natural Preservation and Enhancement Strategies

To protect, preserve, and enhance the natural qualities of the scenic byway corridor, the Sponsor will, in cooperation, coordination, and participation of other organizations:

- Prepare a comprehensive conservation plan for the Piedmont National Wildlife Refuge;
- Provide assistance and sponsorship to the Juliette Road cleanup and the hiking trail cleanup at the Piedmont National Wildlife Refuge;
- Provide assistance to the Refuge during the butterfly survey in June and the Christmas bird count; and
- Work with the governmental authorities and private stakeholders in protecting the Ocmulgee River watershed.

Historic

Historic quality **encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation of the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped, and interpreted. They possess integrity of location, design, setting, material workmanship, feeling, and association.** (FHWA Policy 5.18.95)

Inventory

There are five main historic intrinsic qualities within the Ocmulgee-Piedmont Scenic Byway Corridor and they are:

- Historic Resources (structures, districts, and communities),
- Native American Heritage,
- Railroad History, and
- Civil War History.

The narrative for this section was derived from a variety of sources including: (1) Historic Resources Survey for the Gray-Jones County Comprehensive Plan Update, 2001 and updated by

the Jones County History & Heritage, Inc.; (2) The History Notes newsletter published by the Jones County History & Heritage, Inc.; 3) The book, “*History of Jones County 1807-1907*” by the late Carolyn White Williams; and (4) various private research documents.

Historic Resources

There are 25 documented historic resources located in the Ocmulgee-Piedmont Scenic Byway Corridor. The location of these resources in context to the Corridor is presented on Map 3. Below is a brief description of each of these resources.

1. Old Clinton Historic District - Listed in the National Register of Historic Places on September 12, 1974. The town of Clinton, established as the county seat of Jones County in 1809, was the center of political, educational, and industrial growth in the frontier areas of the lower Piedmont region of Georgia. The town is significant in Georgia history as the site of one of the country’s largest cotton gin factories, the Griswold Cotton Gin Factory, and the site of one of the first female seminaries, Clinton Academy. The town is also significant architecturally for its collection of early 19th century residential and public structures, one of the largest intact groupings in the state, of which several are attributed to master craftsman-architect Daniel Pratt. The one- and two-story frame houses of the town are situated along narrow tree-lined streets arranged in a grid pattern around a central courthouse square. Twelve major houses remain from the town’s chief period of significance. Built between 1809 and 1830, these resources are characterized as braced frame central hall, hall-parlor, I-house, and plantation plain-type houses with clapboard siding and brick pier foundations. The town retains its early 19th century character and village-like atmosphere. Contributing resources include:
 - (1) McCarthy-Pope House - Hall-parlor house built c1809.
 - (2) Hutchings-Carr House - Braced frame Plantation Plain house built c1810.
 - (3) Parrish-Hutchings-Johnson House - Braced frame I-house built c1810.
 - (4) Mitchell-Barron-Blair House - Braced frame I-house built c1810-1820.
 - (5) Clower-Galtney House - Braced frame I-house built c. 1816-1819.
 - (6) Dennis-Barron House - Braced frame hall-parlor I-house built c1818.
 - (7) Carrington-Iverson-Edge House - 1½-story braced frame Georgian cottage built c1821-1826. Was once the home of Alfred Iverson, U.S. Senator and Brigadier General of the Confederacy.
 - (8) Clinton Methodist Church - Braced frame, front gable church built c.1821.
 - (9) Millings-Kingman House - Braced frame, 1½-story cottage built c1821-1826.
 - (10) Ross House - Outstanding Federal-style, braced frame I-house built c1826. Attributed to master craftsman-architect Daniel Pratt.
 - (11) Lockett-Hamilton House - Braced frame I-house built c1830.
2. Old Pine Ridge School - Nice frame, front gable, rural school building featuring clapboard siding, boxed eaves with gable return, centered door, lateral exterior brick chimney, and massive random stone pier foundation. Currently features single-hinged shutters - hardware for original paired shutters remains. Windows missing - building in need of stabilization. The school was established c1910s. Building was moved from across the road to present location in 1920. One of the few rural schools remaining in the county.

3. City of Gray - Gray is a small town that developed along the lines of the Central of Georgia Railroad c1886. The town quickly developed into an important regional transportation hub and political center, becoming the county seat in 1905. Gray is centered around a small commercial section located along the intersection of the railroad and a major highway crossroads. The main residential section of the city is located east of the crossroads and features several high style Queen Anne and Folk Victorian houses built between c1900-1910s. Most of the railroad-related and institutional resources are located southwest of the crossroads. Notable resources include:
 - (1) Gray Depot - Long side gable, board and batten depot with 6/6 windows, overhanging eaves, exposed rafter ends, and gabled three-sided bay. Stalls with batten warehouse doors and platform along railroad. Built c1880s.
 - (2) Jones County Courthouse - Outstanding load-bearing brick, Victorian Romanesque-style courthouse trimmed in granite. Designed by noted regional architect J.W. Golucke and built c1906. Courthouse grounds feature retaining wall with massive granite blocks taken from the Jones County Jail located at Clinton, the original county seat. Listed in the National Register of Historic Places.
 - (3) Jones County High School - Nice Colonial Revival-style school building built c1936 with Public Works Administration funds. The building was designed by architect and Macon native Ellamae Ellis League, the first woman architect invested as a Fellow of the AIA.
4. Oliver Green Road - Nice side gable, single pen house featuring board and batten siding, fieldstone pier foundation, and brick gable end exterior chimney. Double slope shed section on rear (historic addition). House appears c1900s.
5. Watts Home - Nice New South cottage featuring projecting and non-projecting facade gables with diamond shaped wood vents, clapboard siding, 6/6 windows, interior brick chimneys with corbelled caps, door surround with four light transom and three-light sidelights, and hip wrap-around porch. Located in a rural, dispersed community. Property features pecan grove and is surrounded by extensive field systems. House probably built c1880s.
6. John Tribble Home - Central hall-type house with partial width rear ell and non-projecting facade gable (gives the appearance of a gable ell cottage). Features vinyl siding, 1/1 windows, hip verandah, and brick gable end exterior chimney. Rural, dispersed community, some historic outbuildings, surrounding field systems. House probably built c1890s.
7. Comer Home - One-and-a-half-story side gable house with clapboard siding, massive gable end brick chimneys, flush rake, and tightly boxed eaves. Small window openings on each of the chimney shafts in side gables. Appears to be very early 19th Century building. May be central hall or hall-parlor type. Appears significant. Rural, dispersed community. Several historic buildings in ruinous condition. Pastoral setting.
8. Bradley Community - Small, rural railroad village that developed along the lines of the Central of Georgia Railroad c1886. The village is made up of about a dozen and a half buildings centered around the intersection of State Highway 11 and Hungerford and

Wheeler Roads. The village features a small commercial row of three one-story brick commercial buildings, a small depot and a historic church. Residential resources date from about 1880 - 1910s and include several fine examples of the Folk Victorian style. Sidewalks and curbing extend the length of the hamlet along State Highway 11 (stopping abruptly with last houses). Notable resources include:

- (1) Bank, 803 Highway 11- Nice one-story, load-bearing brick general store building with flat and segmental arches over door and window openings, parapet facade with steppe parapet on sides, and 2/2 windows. Remnants of tin cornice with modillions on facade. Built c1890s.
- (2) General Grocery, 807 Highway 11 - Long one-story, load-bearing brick general store building with segmental arches over door and window openings, parapet front and steppe parapet on sides. Built c1900s.
- (3) Bradley Depot, 799 Highway 11 - Carpenter Gothic style depot featuring board and batten exterior, overhanging eaves, shaped exposed rafter ends, and characteristic gabled three-sided bay with overhanging eaves and stickwork bargeboard. Converted into a residence. Built c1880s.
- (4) 109 Hungerford Road - Outstanding Folk Victorian style gable ell cottage (variation) featuring three-sided bays with sawn work corner brackets (one with turret), ornate molded door surrounds with scrolled brackets, and gingerbread porch with ornate turned posts and sunburst motif in gabled porch entrances. Tall corbelled chimneys and spindle work Victorian screened doors. Possibly eligible for listing on the National Register.
- (5) Gee Tee Cee Farm, Hungerford Road - Substantial farm complex featuring several historic farm outbuildings, fields systems, and large pecan grove. Main house is a New South cottage featuring clapboard siding, 2/2 windows, and wrap-around porch with turned posts and sawn work brackets. Built c1880s. Farm located just outside Bradley.

The community of Bradley was founded by J. W. Bradley. It had spurts of industrial growth including cotton gins when cotton was the king crop in the area, and later the peach industry. Bradley became one of the largest shipping points for peaches not only in the county but in this portion of the State. It had also a large horse race track and some fine horses (History of Jones County, 1957)

9. Bryant House, 222 Gordon Avenue - Located on the outskirts of the Wayside Community. New South cottage featuring double non-projecting gables with diamond-shaped wood vents, clapboard siding, 6/6 windows, brick pier foundation, corbelled interior brick chimneys, and hip wrap-around porch with round Tuscan columns. House appears to have been built c1910s. Surrounded by extensive pastureland and plowed fields. Some historic outbuildings.
10. Wayside Community - Wayside is a small, rural railroad village that developed along the lines of the Central of Georgia Railroad during the 1880s. The village is made up of about a dozen houses and a few commercial, industrial, and institutional buildings concentrated at the intersections of Green Settlement Road and Georgia Highway 11 (parallel roads with railroad tracks in between) with Five Points Road. The town is centered around a small village green (where the depot was probably located) with a small frame church, brick

general store, and a large brick, rail-related warehouse located around its perimeter. Most of the residential resources, which were built between 1880 and 1930, are principally located along Green Settlement Road and Georgia Highway 11. Notable resources include:

- (1) Wayside Presbyterian Church - A small frame, front gable, clapboard rural church with spire built c1923. The church was organized following the establishment of the Wayside Community Sunday School in 1921. Macon architect Elliott Dunwoody donated the architectural plans.
- (2) Watson Grocery/General Mercantile Store - Outstanding load-bearing brick, rural general store built c1900. Common bond exterior with segmental arch windows and door. Post office was located in store at one time. May be eligible for listing in the National Register.
- (3) Brick Warehouse - Very long one-story, load-bearing brick located at the north end of the village green along the railroad tracks. Probably built c1900s. Corrugated metal building attached off rear with conveyor belts and other visible machinery. Possibly a warehouse for a cotton gin operation.

The railroad came through shortly after the community was devastated by a tornado and brought new life to this primarily farming community. It was renamed “Wayside.” Peaches were a big business, and there were several peach packing sheds near the tracks.

In the mid-1930s, H.A. Shaver Canning Company of Lakeland, Florida built a cannery in Wayside. The cannery was foreclosed in the mid-1950s, but later resumed business under the name G.M. Canning Company. The primary products coming from this cannery were pimentos and peaches. At its peak, the cannery employed 200 or more workers and operated three shifts. The Childs acquired the cannery in the late 1950s and then sold it to Cherokee Products Company in 1959. After several years of operation in canning pimentos, the cannery closed. (History Notes, 2005)

11. Battle of Sunshine Church Site - On the morning of July 31, 1864, following an arduous retreat from Clinton the previous day, Union General Stoneman and his force met three brigades of Confederates occupying a fortified battery along the Hillsboro Road in the vicinity of a small log chapel called Sunshine Church. After the ensuing battle, Stoneman was forced to surrender, thus ending “Stoneman’s Raid” into central Georgia. The Sunshine Church Battlefield is depicted on Map 4.
12. New Hope Church/Caney Creek Church, Caney Creek Road - Balloon frame, front gable rural church with 6/6 windows, vinyl siding, and two doors in facade. Appears to have been built c1900s. Situated in rural, densely wooded area (Oconee National Forest). Very large cemetery with several ornate stones. Originally named Caney Creek Church. Many plantations were located in the area prior to National Forest designation (most were burned or destroyed).
13. Jarrell Plantation - Listed in the National Register of Historic Places on May 9, 1973. Located within the Piedmont National Wildlife Refuge, the Jarrell Plantation is operated as a state historic site. The plantation is a seven-acre farm complex that represents one of the most complete examples of a post-Civil War farm operation in the state with historic resources dating from the 1850s to the 1910s. The plantation, which was completely self-

sustaining, consists of three houses, barn, carpenter shop, blacksmith shop, buggies, wagons, threshing machine, boiler, sawmill, and cotton gin. The two houses on the property are the John Jarrell House, built c1847, and the Benjamin Jarrell (son of John) House, built c1897.

14. Nancy Cleland Mitchell House, 387 Old River Road - Nice balloon frame, early 20th century Georgian cottage featuring a standing seam hip roof, ornate pattern brick interior chimneys with corbelled caps, clapboard siding, and raised brick pier foundation. Other features include a full width hip porch with chamfered porch posts and turned balusters, 1/3 glazed door, and a large pedimented gable roof dormer with paired 6/6 windows. There is a separate frame, front gable kitchen/dining building located off the rear that is attached by a breezeway. Situated in a rural, wooded area surrounded by a pecan orchard.
15. Russell's Grocery Store, 282 J.H. Aldridge Drive (East Juliette Village vicinity) - Nice one-story, balloon frame, front gable, rural general store featuring clapboard siding, batten double doors, functional batten shutters in facade, and sign board in facade gable. Appears c1920s.
16. East Juliette Village Historic District - The mill town of East Juliette, which is situated on the east bank of the Ocmulgee River, developed around the Juliette textile mill (built c.1898, rebuilt c1930s) between the late 19th and early 20th century. The village is mostly made up of one- and two-door saddlebag and side gable cottage-type houses built between the 1910s and 1930s. These buildings are characterized as one-story, balloon frame structures with clapboard siding, 6/6 windows, cast concrete piers, and rear shed additions. A few larger turn-of-the-century houses survive. Most of these houses are Georgian cottages that may have been relegated to middle management (foreman). Among the community/public works-related resources that remain is a concrete water tower with crenelation built c1930s. Several of the houses retain good integrity and are well maintained. Significant is a fairly large, intact turn-of-the-century mill village exhibiting a substantial concentration of early 20th century vernacular mill housing types.

The story of this mill town begins around 1839 with the vision of Arcebald Leary's and Gideon Johnson's vision of harnessing the Ocmulgee River's power to operate a commercial grist mill on the west bank. It was soon afterwards that Wilson Leary (Arcebald's brother) bought out Johnson's interest in the land. By 1845, the Leary brothers built the first commercial grist mill.

In 1856, Joseph and Isaac Smith purchased the grist mill and also built a saw mill and custom grist mill on the east side. By the time of the Civil War, the fine cornmeal and grits produced from the mill had a national reputation. However, after the war, the Smith's had to foreclose on their loan to Mr. Glover who assumed operations.

In 1879, Glover's son took over leadership of the company and continued the grist mill operations, while on the east side of the river, he added a cotton gin, cotton seed storage barn, and oil press and brick works. In 1882, the railroad was constructed on the west side, and the town was renamed Juliette in honor of Juliette McCrackin, whose father supervised the laying of the tracks.

In 1899, Dr. Glover constructed a cotton mill on the east side and began building a village for the workers, including a church and a school. Dr. Glover acquired partners, and the company became the Juliette Milling and Grover Manufacturing Company.

In 1906, the old grist mill was replaced by what was considered as the largest water-powered stone-grinding mill in the world. Corn meal, grits and flour were produced for national consumption. A toll bridge was built to replace the ferry. In 1911, Dr. Glover sold out to S.R. Jacques, Sr. and reincorporated the properties along with John Birch, Sr. to become Juliette Milling Company. In 1921, the present dam was built, and six years later, the third mill was constructed on the site of the one that burned a year earlier.

In 1927, Birch, Sr. became president after Mr. Jacques' death. Under his leadership, as well as that of his and Mr. Jacques' son, the cotton mill prospered for over 30 years. Market forces caused the closure of the grist mill in 1957 and the cotton mill in 1965. After the closures of these facilities, the communities, both on the east and west side, began to decline. The movie, "Fried Green Tomatoes," brought national attention and fame to this little village, and with that came an interest to restore the beauty and charm of this outstanding historic resource. (History Notes, 2004)

17. Crutchfield House, 764 Round Oak-Juliette Road - Rural dispersed community located in Oconee National Forest. House in present form is a gable ell cottage type. Appears to have been a hall-parlor originally. A single pen was added on the right side and the board-and-batten gable ell section added off the left side, giving the building a T-shape. The house has clapboard siding (excluding ell), 6/6 windows, corrugated metal roof, and several rear additions. Vernacular Colonial Revival cresting on the porch roof and side carport (carport and cresting c1950s). House appears to have been built in stages between the mid-19th century and the early 1920s. Grounds exhibit several historic outbuildings, a second main dwelling across the street, and a substantial family cemetery surrounded by a large brick wall next to the house. Ornate Victorian-era "log stump" grave markers are located in the cemetery. Pristine wooded surroundings.
18. Russell Place, Will Russell Drive - Rare 1830s log dogtrot type house. House is located in very rural, pristine surroundings featuring several historic outbuildings (some log), pecan grove, cemetery enclosed by stone wall, and surrounding field systems. The house is characterized as a V-notch, canted plank enclosed, central hall dogtrot with enclosed winding stairs in corner of each pen. Historic ell on rear attached by breezeway (enclosed). Building in need of stabilization.
19. Round Oak Community - Round Oak is a small, dispersed rural railroad village that developed along the lines of the Central of Georgia c1885. The village is largely a linear community located along Georgia Highway 11, although the main concentration of residential, commercial, and institutional buildings are centered around the intersections of Georgia Highway 11 and Old Highway 11 (parallel roads with railroad tracks in between) with Shoal Creek Road. Four stores, a school, and a frame rural church are at or in the vicinity of the intersection. Residential resources include several very nice late 19th century Queen Anne and Folk Victorian style cottages located along both sides of the railroad tracks. Notable resources include:

- (1) General Store - Frame, front gable rural store featuring clapboard siding, shuttered windows, and double doors made of diagonal beaded boards. Built c1900s. Blacksmith shop located in back of building.
- (2) Old Hollis Jackson Store - Frame, front gable, one-room rural general store with clapboard siding built c1930s. In operation until the early 1960s.
- (3) Joe White Store - Two-story, hip roof general store building with 6/6 windows, functional shutters, and double doors. The building was built c1900 after the original building was set on fire by a steam engine. The building served as a Woodmen of the World hall during the 1930s and 1940s.
- (4) Sunshine Church - Very nice traditional, front gable rural church with clapboard siding, 16/16 windows, partial width gable foyer, and large diamond shaped wood vent in facade gable. From Georgia Historical Marker: "Sunshine Church II, built in 1880 and dedicated in 1883 by Rev. Sam Jones, replaced old Sunshine Church, two miles south of here which Gen. Sherman's troops burned in 1864. A wounded Northern prisoner, B.F. Morris, Shelly, Ohio, cared for by the Hunt and Hascall families, came back in 1890 to preach in this church. R. J. Smith gave the land for the church and cemetery. Appears to be eligible for listing in the National Register.
- (5) Round Oak School - Long, balloon frame, hip roof rural school building featuring overhanging eaves with exposed rafter ends, clapboard siding, banks of 9/9 windows, transom over double doors, and partial width gable portico with square posts and knee braces. Probably built c1920s. Currently being used as a residence.

First called Sylvania, it became known as Round Oak for huge oak tree that the Indians used for their pow-wows. Round Oak became a whistle stop along the newly completed Macon-Monticello rail line. During the first part of the 20th Century, the railroad and cotton brought growth and prosperity, that included various stores, a cotton warehouse and large stables where mules, wagons and farm implements were sold.

Prosperity came to a crashing end as a result of the Depression and the onset of the boll weevil that destroyed the cotton industry. The peach and lumber industries were part of Round Oak for a time, but they too have closed. Despite these setbacks, Round Oak remains a close residential community where caring is still considered important. It is a community waiting to be re-discovered.

20. Cabiness-Hunt Home, Campbell Spur - Listed in the National Register of Historic Places on May 2, 1975. Outstanding early 19th century house situated in pristine, rural surroundings. Built by Harrison Cabiness, son of George Cabiness, a veteran of the Revolutionary War. In 1811, Harrison traded this house for his father's house, the Cabiness-Hungerford-Hanberry House. This house is a two-story, braced frame I house with clapboard siding, 9/6 and 9/9 windows, brick pier foundation, and massive gable end brick chimneys with heavy brick foundation. Non-projecting gable in facade with large brick chimney in end. Full-width shed porch with enclosed shed rooms on ends. Square Doric porch columns. Two-story shed section off rear with recessed porch area underneath. Built c1810s.
21. Bilderback Home - (off private road) - Nice Georgian cottage with a very steeply pitched hip roof, interior brick chimneys with tall staffs, clapboard siding, 6/6 windows, transom and sidelight door surround, and wrap-around porch with turned posts. Nice Italianate door

with two thin round headed lights. Victorian spindle work screen door. Situated in rural, wooded surrounding along a Railroad line.

22. Cabiness-Hanberry Home - Listed in the National Register of Historic Places on January 1, 1976. Outstanding early 19th century house situated in pristine rural surroundings featuring extensive pecan groves. George Cabiness built this house c1805, three years after the land was ceded from the Creek Indians. In 1811, George Cabiness, a Revolutionary War veteran, exchanged the house and land for his son Harrison's house, the Cabiness-Hunt House (c1810s). The house is an outstanding example of early vernacular Georgia architecture and is considered to be the sole example of the Jeffersonian Classicism style remaining in the state. The building is of braced frame construction and features a side gable, one-and-one-half-story central section with heavy brick gable end exterior chimneys flanked by one-story side gable wings. Clapboard siding, 6/6 and 9/6 windows.
23. Bradley Home, 676 North Cross Road - Nice two-story American foursquare-type house displaying vague asymmetrical Colonial Revival stylistic elements. Features a pyramidal roof with corbelled interior brick chimneys, pedimented gable roof dormer, large non-projecting facade gable, Craftsman/Prairie-style windows, Craftsman-style transom and sidelight door surround, and one-story wrap-around porch with Tuscan columns. Gable two-story projections on each side. Probably built c1910s. Very nice example of type.
24. Barron Home - Located on the outskirts of the Bradley Community. Large Georgian cottage featuring a steeply pitched hip roof with interior brick chimneys, 9/9 windows, one-light transom, and hip roof verandah with square Doric columns and plain square balusters. Some non-historic alterations, including large shed roof dormers in facade and rear elevation. Building was probably built c1910s.
25. Grace Home - Situated in rural, wooded surroundings on the outskirts of Bradley. Queen Anne house featuring a large corbelled interior brick chimney, clapboard siding, 2/2 windows, and nice door surrounds with pilasters, bracketed entablature, and one light transom. Probably built c1900s. House sited among pecan orchard.

The Gray City Council is giving serious consideration to adopting a historic preservation ordinance that will, among other things, establish a historic preservation commission with appropriate duties and responsibilities to protect the historically significant structures and districts in the City of Gray.

One of the important duties of a historic preservation commission is to establish locally-designated historic districts. It is recommended that the newly formed Gray Historic Preservation Commission and the existing Jones County Historic Preservation Commission define local historic districts for portions of the City of Gray, along with the communities of Bradley, Wayside, Round Oak, and East Juliette.

The City of Gray and Jones County are in the process of updating their local comprehensive plan. The Minimum Comprehensive Planning Standards that have been recently updated and approved by the Georgia Department of Community Affairs Board and on which the new plan will be developed requires the establishment of "character areas" in the community. A "character area" as defined by the Minimum Planning Standards is a "specific geographic area

within the community that has unique or special characteristics to be preserved or enhanced, such as a historic district.” Within the Community Agenda portion of the local plan, there will be a final designation of the character areas with its own strategy for guiding future development patterns. It is strongly suggested that the historically-significant sections in the City of Gray along with the communities of Bradley, Wayside, Round Oak, and East Juliette be identified as “character areas” in the local comprehensive plan.

Native American Heritage

The Ocmulgee-Piedmont Scenic Byway Corridor was once occupied by Creek Indian tribes, locally named the Hitchiti. Archeologists believe Native Americans resided in this area 14,000 years ago. The Hitchiti Experimental Forest was named in memory of these past Native American residents.

The proposed byway route follows and is crossed by well known Creek Indian trading trails. The longest trail named Horse Path began in coastal Alabama, crossing below what is known as Columbus and winding from Juliette across the Ocmulgee River to the old Fort Hawkins site in Macon. Other trails included the Old Indian Path that crossed the Ocmulgee River near Juliette through Jones County to Milledgeville; the Cheehaw Trail and Tom’s Trail. The trails were used as trade roads for hundreds of years, fostering commerce between the far-off tribes and those that lived in villages on the banks along the Ocmulgee River and beyond. (Research by Ms. Dorothy (Dot) Yandle, 2005)

Railroad History

The rail line between Gray and Monticello that included Bradley, Wayside, and Round Oak was constructed in the mid-1800s. The railroad revolutionized the marketing of farm products grown in the immediate area. Before farmers made long wagon trains to Augusta to ship crops down the Savannah River to port; now they could load rail cars with their produce (cotton and peaches) and transport them to the Savannah port directly.

In the early 1900s, the peach packing sheds were bustling with activity. Young people after school would be found picking peaches in the orchards and working in the sheds and canneries. Bradley was one of Middle Georgia’s busiest peach-shipping towns. At its peak, it was not unusual for 30 rail cars to be packed and shipped in a day. These were later replaced by the refrigerated cars.

The railway was also very popular with vacationers heading for the north Georgia mountains and to the Tybee Island beaches. Residents in the byway corridor now had options for travel beyond their little towns. There was a story that residents living along the trains had to turn off their lights when the whistle from the night train coming from the coast sounded. Rowdy vacationers were in the habit of shooting from the train windows, making the lights an inviting target.

The Depression and the boll weevil decimated the cotton crop, while the peach industry in the area remained for another decade or two. Vacationers found other options of travel to the mountains and the coast, and passenger service was discontinued. The once busy railway stations

began to disappear one by one from view, with the exception of the Gray and Round Oak stations. [Research by Ms. Dorothy (Dot) Yandle, 2005.]

Civil War History

Though going on for over three years, the Civil War touched the small hamlets along the Byway corridor in the summer and fall of 1864. The initial foray of federal troops into this part of Georgia, which were some 3,000 Ohio cavalymen who were part of Sherman's army, came to be known as the Stoneman Raid.

General Sherman gave orders to General George Stoneman to capture Macon and proceed south and free and arm Union prisoners at Andersonville. Repelled at Macon, General Stoneman's forces retreated back into the area that is now Jones County. Significant fighting took place in Clinton and around Griswoldville, and later northward in the vicinity of Round Oak and the small log building known as Sunshine Church in late July 1864. During the Battle of Sunshine Church, the sound of gunfire could be heard for more than six miles to the isolated farming community around the Caney Creek Primitive Baptist Church. The church is still active today at its location in the Piedmont National Wildlife Refuge. General Stoneman was captured during the Battle of Sunshine Church as a result of some interesting strategy played by the Confederate general and Jones County native Alfred Iverson. General Stoneman was held during his capture at a private residence in Round Oak. The Stoneman Raid historic marker is located along Highway 11 near the original site of the church. Sunshine Church was rebuilt and relocated in the center of Round Oak. An historic marker located near the rebuilt church notes the importance this church played in the Civil War battles along this corridor.

Four months later, General Sherman's troops on their March to Sea enacted revenge to this area by burning Sunshine Church, the Planter's Academy in Wayside, and numerous other structures in the nearby farming communities.

Through the horror of war, there was also compassion. Several families in the area, most notably the Hascall and Hunt families, offered their home to care for the wounded. The Hascall house was used as a hospital as was Sunshine Church. Though long gone, their memory still lives through the blooming of the narcissus and pear trees on the property. The Hunt house, built around 1820, still stands.

A few years after Sunshine Church was rebuilt, African Americans in the area established White Chapel AME Church, which celebrated its 120th birthday in 2003. The current church building is on a one-acre tract of land bought in 1893 along Highway 11. The first church on the site was also used as a school. There is a cemetery nearby that is being restored by the current members. [Research by Ms. Dorothy (Dot) Yandle, 2005.]

Historic Preservation and Enhancement Strategies

To protect, preserve, and enhance the historic qualities of the scenic byway corridor, the Sponsor will, in cooperation, coordination, and participation of other organizations:

- Obtain the official Better Hometown Program designation for the City of Gray and assist the Better Hometown Coordinator and Committees in the design and maintenance of the

downtown streetscape and facades and in establishing a byway trailhead in the downtown area;

- Adopt, by the City of Gray, a historic preservation ordinance that establishes an historic preservation commission, its duties and responsibilities, and other requirements set forth by the State law;
- Develop preservation plans for the four communities along the byway corridor that will enhance their historic and scenic character;
- Designate by the Gray and Jones County Historic Preservation Commissions locally designated historic districts within the communities of Gray, Bradley, Wayside, Round Oak, and East Juliette;
- Designate as character areas during local comprehensive planning process, the historically-significant areas in the City of Gray, along with the communities of Gray, Bradley, Wayside, Round Oak, and East Juliette;
- Develop historic and scenic turnoffs for the five roads leading from Bradley, Wayside, and Round Oak;
- Develop National Register nominations through the Jones County Historic Preservation Commission for historically significant structures and districts noted above;
- Improve and maintain existing historical markers on the byway, as well as secure additional markers and replace missing ones, where appropriate;
- Conduct workshops in association with the Jones County Historic Preservation Commission for economic developers, business owners, and citizens along the byway on public and private funding sources available for the protection and promotion of the historic resources and how best to secure this funding;
- Provide consistent signage and enhanced landscaping at community entrances;
- Organize special events along the corridor that will enhance the awareness and importance of the byway's historical structures and the history of the Native Americans, the railroad, and the Civil War in the byway corridor; and
- Establish a marketing consortium with the sponsors for other designated scenic byways to promote the historic and other intrinsic qualities of these byways to target markets.

Recreational

Recreation quality **involves outdoor recreational activities directly associated with and dependent upon the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to, downhill skiing, rafting, boating, fishing, and hiking. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized.** (FHWA Policy 5.18.95)

Inventory

Recreational intrinsic quality within the Corridor is provided by:

- Piedmont National Wildlife Refuge
- Jarrell Plantation

- Ocmulgee River

Piedmont National Wildlife Refuge

The Piedmont National Wildlife, in addition to the driving tour described in detail under the Scenic Intrinsic Quality section, provides the traveler with a host of other passive recreational opportunities. Sport fishing is permitted in the several miles of creeks/streams and the ponds designated open to fishing beginning April 1 through September 30 during daylight hours only. There is a Children's Pond open to youth age 15 years and younger and opens in mid-April for the Kids Fishing Rodeo.

Throughout the year, the Refuge offers small game, opossum and raccoon hunting, along with white-tailed deer and turkey hunting. All hunters must possess applicable valid state hunting licenses in order to hunt on the Refuge along with a Refuge special use permit. In addition to federal regulations, State Game and Fish laws and regulations are in effect unless they have been further restricted by Federal laws and regulations.

The Refuge has designated more than five miles of hiking trails that are also excellent for environmental education, interpretation, photography, and wildlife observation. These trails include the Red-cockaded Woodpecker Trail (2.9 miles - best time of viewing is the nesting season in May and June), Allison Lake Trail (.9 miles - excellent viewing opportunities for wintering waterfowl along the lake), Creek Trail (.8 miles) and the Pine Trail (.5 miles). Interpretive materials, such as maps and leaflets, are available at the information station seven days a week during daylight hours. In addition to these trails, there are more than 50 miles of gravel roads open to the public during daylight hours. The roads may be closed seasonally during hunting seasons and during periods of inclement weather. (U.S. Fish & Wildlife Service-Piedmont National Wildlife Refuge Website and information provided Refuge Director.)

Jarrell Plantation

In 1847, John Fitz Jarrell built a simple heart pine house that was typical of most plantations. After the Civil War, John increased his land to nearly 1,000 acres. As he grew older, the workers left and houses on the property deteriorated and disappeared.

After John's death, his son Dick Jarrell gave up the teaching profession and returned to the farm, and in 1895, he built a house for his family that later included 12 children. Dick diversified the farm adding a sawmill, cotton gin, gristmill, shingle mill, planer, sugar cane press, syrup evaporator, workshop, barn and outbuildings. His descendants donated these buildings and land in 1974 to the State of Georgia to establish the Jarrell Plantation State Historic Site. Special events that go on during the year at the Jarrell Plantation include:

- Christmas Candlelight Tours - Early December
 - Stroll to two of the Jarrell Family's homes with natural decorations and lighting, stories, entertainment around a bonfire, and refreshments.
- Jarrell Plantation's History Trunk - Friday every week from mid-January to early-February
 - Hands-on living history featuring people that lived at Jarrell Plantation through what might be found in their trunk.

- Sheep to Shawl Day - Late March
 - Hands-on program to help shear the sheep, card and spin the wool, and weave it into a homespun shawl.
- Junior Ranger Day Camp – Mid-June
 - Fifteen kids ages 8-12 learn about living on the farm like a pioneer.
- Family Farm Day – Mid-June
 - Joining with the Junior Rangers in their farm chores, including woodstove cooking, blacksmithing, animal care, gardening, wringing clothes, carpentry, weaving, and play with old time toys and games.
- Ol' Time 4th at Jarrell Plantation - July 4
 - A noon reading of the Declaration of Independence followed by a three-legged race, sack race, egg toss, tug-of-war, and other old fashioned fun. There are also demonstrations of traditional crafts and skills on an on-going basis.
- Labor Day Folklife Celebration - Labor Day
 - Crafts and chores including spinning yarn, blacksmithing cooking on woodstoves and outdoors in kettles, barnyard animal care, and more.
- Syrup Makin' and Storytelling - Early November
 - Reliving the traditional family syrup cookoff through demonstrations of the sugar cane mill, syrup kettle, steam engine, woodstove cooking, and storytelling.

(Georgia State Parks and Historic Sites-Jarrell Plantation Website)

Ocmulgee River

Through access from several public boat ramps and canoe landings, the Ocmulgee River provides outstanding seasonal recreational opportunities, such as fishing, canoeing, kayaking and motorboating. While undertaking these activities, the traveler on the Ocmulgee River can enjoy the beautiful diversity of topography from steep hills to lowland pastures; the bountiful forest covered with oak, hickory, sweetgum and pine; and the occasional sight of a white-tailed deer or other wildlife (raccoon, opossum, fox-squirrel, bear, and beaver that make the forest their home.

Recreational Preservation and Enhancement Strategies

To protect, preserve, and enhance the recreational qualities of the scenic byway corridor, the sponsor will, in cooperation, coordination, and participation of other organizations:

- Promote the recreational qualities of the Piedmont National Wildlife Refuge, the Jarrell Plantation, and the Ocmulgee River to the various target markets, including community residents, visitors on day trips, Georgia-wide visitors, visitors with interests in heritage tourism and eco-tourism, and those passing through the county;
- Prepare a comprehensive conservation plan for the Piedmont National Wildlife Refuge that includes the enhancement of the Refuge's recreational qualities;
- Work with the governmental authorities and private stakeholders in protecting the Ocmulgee River watershed that would enhance this resource's recreational qualities;
- Plan events in the byway corridor that coordinate with special activities occurring at the Jarrell Plantation, Piedmont National Wildlife Refuge, and Old Clinton;
- Promote bicycle and pedestrian usage along the byway; and

- Develop a passive recreational area in the Ocmulgee River Bridge-Old Grist Mill area that will enhance the scenic and recreational quality of that area.

CORRIDOR MANAGEMENT ISSUES

The corridor management issues that will be addressed in this section of the report will be:

- Land Use, Zoning and Development Regulations;
- Visual Impact;
- Traffic Management;
- Bicycle and Pedestrian Accessibility; and
- Tourism, Economic Development, and Marketing.

Land Use, Zoning, and Development Regulations

The Comprehensive Plan for Jones County and the City of Gray was first developed in January 1991 and updated in April 2001. This plan contains a Land Use Element that includes an inventory and analysis of the existing land use and a 20-year land use plan for the City of Gray and the unincorporated area of Jones County.

The City of Gray and Jones County have adopted zoning ordinances that divided the community into districts. For each district, the ordinance contains a list of permitted uses and requirements for front, side, and rear setbacks; minimum lot size; and building height. These ordinances are administered by the Jones County Planning and Zoning Office.

Below is an inventory and analysis of the existing land use in the byway corridor. Following this, the plan for future land use development is explained. This section concludes with a review of the zoning regulations that impact the corridor.

Existing Land Use in Byway Corridor

Beginning in the City of Gray at the intersection of Highway 11 and Highway 129 and heading north on the west side, the land is occupied by commercial development until Boundary Street, then is predominately single-family residential with a small amount of commercial use until the City Limit line. On the east side, with the exception of the Norfolk Southern office, the use is either undeveloped or in agriculture/forestry use until Industrial Boulevard. Along Industrial Boulevard, there is a mixture of commercial and industrial uses to the south, and the Jones County Government Center and recreation area is located to the north. At this point, the land use changes dramatically. With the exception of some rural residential and commercial development in the communities of Bradley, Wayside, and Round Oak, the landscape along Highway 11 is entirely agriculture/forestry uses. Heading west from Highway 11 along Round Oak-Juliette Road is the Piedmont National Wildlife Refuge that is classified as Parks/Recreation/Conservation use. There are a few residential uses along this road, but it is entirely wilderness until the road terminates at East Juliette where there are rural residential uses with a small commercial use at the intersection of Round Oak-Juliette Road and Barron Russell Road. The old grist mill along the Ocmulgee River is the only industrial use in the area. Map 5 displays the existing use development in the byway corridor.

Future Land Use in Byway Corridor

The future land use in the byway corridor is presented on Map 6. The map shows little change from the existing land use pattern on the east of Highway 11 from Highway 129 to Industrial Boulevard. On the west side of Highway 11 and the Norfolk Southern Railroad, however, industrial use is projected from approximately Martin Luther King, Jr. Boulevard past Industrial Boulevard and the Government Center to a point south of Bradley. It is highly unlikely, though, the industrial development will proceed that far north as indicated on the future land use map. North of the Gray City Limits, on the west side of Highway 11, the future land use plan calls for low density residential use then transitioned to rural residential use to the community of Bradley. These recommended uses may need to be reexamined when the comprehensive plan is updated in light of this section of Highway 11 beginning part of a scenic byway, and the importance of maintaining the scenic rural viewsheds between Gray and Bradley. Between Bradley and Round Oak along Highway 11 and between Round Oak and East Juliette along Round Oak-Juliette Road, the future land use map shows little or no recommended changes from the existing land use patterns in these areas.

Zoning Regulations in Byway Corridor

City of Gray

As shown on Map 7, proceeding north on Highway 11 to Jefferson Lane, the land is zoned C-2, General Commercial District. Some of the permitted uses in the C-2 District include: appliance stores, banks, bicycle/motorcycle stores, book and video sales/rental stores, clothing store, drugstore, florist, hardware store, beauty shop, restaurants, dry cleaning pick-up stations, office buildings, automobile service stations, churches, day care centers, hospitals, bottling works for soft drinks, printing establishments, mortuaries, public and private schools, motels, drive-in restaurants, auditoriums and stadiums, and others. The minimum front yard setback on arterial/collector roads is 40' for commercial uses and 35' for multi-family uses. There is no minimum lot size requirement in a C-2 District.

North of Jefferson Lane, the zoning districts are different on the east and west side of the highway. On the west side of Highway 11, the zoning is R-3, Multi-family Residential up until Greene Boulevard. Between Greene Boulevard and Dear Acres Drive, the zoning district is C-1, Neighborhood Commercial. North of Dear Acres Drive, the zoning becomes R-1A, Single-Family Residential, and R-1, Single-Family Residential. Along the east side of Highway 11 from Jefferson Lane to Industrial Boulevard, the zoning is **M-2, Industrial District**, while north of Industrial Boulevard, the zoning changes to R-1, Single-Family Residential

Within a R-3, Multi-family Residential District, permitted uses include single, two-family, and multi-family residential dwellings; Type A manufactured homes; mobile home parks with Type A, B, and C manufactured homes; churches; day care centers; public and private schools; hotels; office buildings; hospitals; etc. The minimum front yard setback on arterial and collector roads is 40' with various minimum lot area and lot width and maximum lot coverage requirements.

The C-1, Neighborhood Commercial District is less intensive than its sister C-2 zoning district. Permitted uses in this district include appliance stores, banks, bicycle/motorcycle stores, book and video sales/rental stores, clothing store, drugstore, florist, hardware store, grocery stores, beauty shop, laundry dry cleaning pick-up stations, and office buildings. Front yard setbacks on arterial and collector roads are 40' with a 10,000 square foot minimum lot area.

The R-1A and R-1 Single-family Residential Districts have similar permitted uses; single-family dwellings, churches, day care centers, public and private schools, and country/community clubs and similar front yard setbacks on arterial and collector roads, but differences in minimum lot area and lot width and maximum lot coverage. The R-1 requirements are more restrictive than those for R-1A.

The M-2, Industrial District permits all uses in the M-1, Wholesale and Light Industrial District, as well as the following: warehouses, manufacturing, processing, fabrication, repair and servicing of any commodity or product with certain exceptions, outside aboveground storage tanks, and junkyards. For junkyards, the regulations specifically mentioned that they shall not be permitted to locate on or face a State or Federal highway and have other performance requirements. Minimum lot area for permitted uses in a M-2 District is 10,000 square feet.

In analyzing the City zoning regulations, there are several issues that may impact on the proposed scenic byway, and they are:

- The C-2 Zoning District that covers the downtown area and the immediate vicinity permits many intense commercial uses that may not be suitable for this area. Some of the uses should be considered to be moved to a special use category that will require a hearing to determine the impact of the proposed use on the immediate area, and in particular, on the intended trailhead for the scenic byway. Another alternative would be to rezone the area to a C-1, Neighborhood Commercial District.
- The M-2 Industrial District, located just north of the downtown area and across from a residential district, permits outside storage tanks and junkyards and other intense industrial uses that would be suitable for this area and have a significant impact on the proposed scenic byway. An alternative would be to rezone the land to M-1, Wholesale and Light Industrial District.
- The R-3, Multi-family Residential District that parallels the western side of Highway 11 permits manufactured home parks that allow Types A-C manufactured homes. The performance standards for the manufactured home parks and for Type A manufactured homes should be strengthened as not to impact on the scenic and historic character of this section of the byway.
- The current regulations provide no flexibility in setback, lot width, and lot coverage requirements that would allow for flexibility in building and streetscape design that would enhance the intrinsic qualities of the byway.

Unincorporated Area of Jones County

Map 7 illustrates the location of existing zoning districts in the byway corridor that are within the unincorporated area of Jones County. As mentioned earlier, Jones County has adopted a separate set of zoning regulations from that of the City of Gray, including districts and types of uses, setbacks, lot size and lot width, and building heights. With the exception of the area around

Bradley, Wayside, Round Oak, and East Juliette, the land within the byway corridor that is in unincorporated Jones County is zoned AG-1, Agricultural/Rural District. The communities of Bradley, Wayside, and Round Oak are zoned R-R, Rural Residential with some C-1, Neighborhood Commercial bordering Highway 11. Like its sister communities, East Juliette has been zoned R-R, Rural Residential with a very small area at the intersection of Round Oak-Juliette Road and Barron Russell Road zoned C-1, Neighborhood Commercial. The difference between the communities lies in that the area in the vicinity of the old grist mill and the Ocmulgee River bridge is zoned M-1, Wholesale and Light Industrial District.

For all of the zoning districts, the County ordinance includes permitted and conditional uses. The primary emphasis in the AG-1, Agricultural/Rural is on agriculture, forestry, livestock, and poultry production. The remaining permitted uses include single-family dwellings, Type A manufactured homes, tenant dwellings for farm workers, swimming pools, home occupations, temporary stands for sale of agricultural product grown or raised by seller, and accessory buildings. The minimum front yard setback from an arterial or collector road is 60'.

The permitted uses for the R-R, Rural Residential District is almost identical to the uses allowed in the AG-1, Agricultural/Rural District, but this time the primary emphasis is on single-family dwellings and Type A manufactured homes with agricultural, forestry, and livestock/poultry being secondary to residential development. The minimum front yard setback from an arterial or collector road is 50'.

The C-1, Neighborhood Commercial District has as its purpose to encourage shopping areas that are primarily oriented toward serving the day-to-day shopping needs of persons living near these shopping areas and include such permitted uses as: bookstores, clothing stores, drug stores, florists, hardware and paint stores, beauty shops, laundry pick-up stations, pet shops, real estate agencies, and restaurants having a size of less than 6,000 square feet. The minimum front yard setback from an arterial or collector road is 40'.

Finally, the M-1, Wholesale and Light Industrial District is intended for wholesale and light industrial uses where resultant noise, odors, pollution, and congestion are minimized. Uses that are permitted in the M-1 District include: all permitted uses within a C-2, General Commercial District, contactor's storage and equipment yards, wholesale and storage warehouses and distribution centers, trade shops, truck terminals, auto auctions, establishments for light manufacturing, repair, assembly or processing, food processing plants that do not involve slaughtering or cleaning of animal carcasses on premise and outdoor entertainment facilities. The minimum setback from an arterial and collector road is 50'.

In analyzing the County's zoning regulations related to the proposed scenic byway, the following issues need to be raised:

- The permitted uses in the AG-1 District appear to be satisfactory for protecting the predominately rural character of the proposed scenic byway; however, the conditional uses identified for this district are of great concern. Some of these conditional uses could be quite intensive, such as public and private schools, sawmills and planning mills, campgrounds, and sanitary landfills. In addition, Type B and Type C manufactured homes are listed. Applications for conditional use permits must be closely monitored for possible impact to scenic byway corridor.

- The C-1, Neighborhood Commercial District, though satisfactory near the City of Gray and other urban areas in the county, may be too intense for the small communities of Bradley, Wayside, Round Oak, and East Juliette. Consideration should be given to creating another commercial zoning district specifically for these areas that would meet the retail and service needs of both the residents and perspective visitors, but also protect the integrity of the proposed byway corridor.
- The same may hold true to the M-1, Wholesale and Light Industrial District. In the discussion under the scenic and recreational intrinsic qualities sections of this report, one of the strategies listed to protect and enhance these qualities is the establishment of a passive recreation area in the Ocmulgee River bridge-old grist mill area. There is concern that the current zoning and the uses that are permitted in that district may greatly impact this effort. Local planning and zoning officials should identify ways that both industrial development in the area can co-exist with the passive recreation initiative and recommend changes to the zoning ordinance and map to implement these recommendations.
- The current regulations provide no flexibility in setback, lot width, and lot coverage requirements that would allow for flexibility in building and streetscape design that would enhance the intrinsic qualities of the byway.

It is recommended that the Scenic Byway Corporation work with City and County officials to draft an amendment to the existing zoning ordinances that would create an overlay district for the scenic byway corridor. The overlay zone would contain use, setback, lot, signage, and building and landscaping design requirements that would be applied only within the corridor area. The intent of this overlay zone would be to preserve and protect the scenic quality of the corridor.

Visual Impact

Issues related to visual impact on the proposed scenic byway that will be discussed in this section are:

- Road and Right-of-Way Maintenance
- Solid Waste and Junked Vehicles
- Buffers and Landscaping
- Substandard and Dilapidated Structures
- Signs

Road and Right-of-Way Maintenance

Along the west side of Highway 11, the right-of-way is owned and maintained by the Georgia Department of Transportation; while on the east side, the right-of-way is primarily owned and managed by the Norfolk Southern Railway. The road and shoulders themselves are the responsibility of Georgia DOT. DOT periodically resurfaces the road under contract (this was recently done), clip the shoulders every two years, maintains the drainage system, and cleans out the pipes and ditches.

Georgia DOT, using their maintenance crews will sporadically collect the litter off their portion of the right-of-way. Georgia DOT has developed, however, a much more effective means of controlling litter on the State Highway System (SHS) that involves teamwork between them and

the local community and is called the Adopt-A-Highway Program. This program involves an agreement between a community organization and Georgia DOT, whereby the community group is responsible for collecting litter on a designated section of the SHS, while Georgia DOT provides the safety vests and trash bags and collects and disposes the litter bags. This program has worked well on the sections where the community organization is committed to performing their share of the responsibilities. In addition to litter control on the right-of-way, Georgia DOT also uses their maintenance crews to mow the grass twice a year--in the spring and fall.

Another popular program that Georgia DOT has initiated, which has beautified many rights-of-way along the State Highway System, is the Wildflower program. Several varieties of wildflowers can be planted and grown along the right-of-way. These wildflower sections are not mowed until after the growing season after their radiant beauty has been portrayed.

Norfolk Southern Railroad's (NFS) primary responsibility along their right-of-way is to insure a clear view of the tracks from the crossings. Each year, NFS clears the vegetation from a 50' wide by 500' long swath from each crossing. They will also every four years, bushhog a 26' section along the tracks that clears out all vegetation and debris. Norfolk Southern operates a track maintenance office off Highway 11 near the Gray City Limits. Discussions have been ongoing between the Byway Sponsor and NFS to maintain the site and the exterior of the structure in a manner that would be in keeping with the scenic integrity of the roadway.

The maintenance of Round Oak-Juliette Road, its shoulders and right-of-way is the responsibility of Jones County. The grass is mowed on a regular basis during the growing season, and any repair to the ditches and pipes is performed as needed. There is no organized litter collection program on this roadway, but volunteers at the Piedmont National Wildlife Refuge provide assistance at times along the roadway that passes through the Refuge. It is highly recommended that the County organize a program similar to the State's Adopt-a-Highway program for Round Oak-Juliette Road beginning at the time of byway designation.

Solid Waste and Junked Vehicles

Section II of the Jones County Solid Waste and Scrap Tire Management Ordinance states, "It shall be unlawful for any person to have on private property litter; scrap tires; solid wastes; industrial, inert or municipal solid wastes as defined by the ordinance." Later in this section, it goes on to state, "all persons owning property or occupying premises of said property within the areas of Jones County not zoned or permitted for accumulation, storage, repair or sales of junked motorized vehicles must keep said vehicle(s) obscured from public view. No more than three junked motorized vehicles will be permitted per property parcel as designated by the most recent Jones County tax maps on file in the Tax Assessor's Office. Jones County employs an Environmental Code Officer who aggressively enforces this ordinance. Upon scenic byway designation, the Scenic Byway Corporation will coordinate closely with the Environmental Code Officer to monitor any potential violations of this ordinance. If a violation is discovered, then any civil remedies or other actions necessary that are outlined in the ordinance will be taken against the person(s) responsible to stop and eliminate the violation. Such actions will be necessary to insure the scenic quality of the byway is protected, and to eliminate any concerns that may inhibit the traveler's experience along the byway.

Buffers and Landscaping

In July 1999, the Jones County Commission passed a zoning ordinance amendment that sets forth buffer and landscaping requirements for the Gateway Overlay Zoning District. Any lot within 500 feet of a Gateway Highway (Highway 11 is one) is included in the Gateway Overlay. Buffers are required between dissimilar districts, incompatible uses or specified properties; frontage strips are required for all property fronting on a Gateway; landscaping strips are to be provided between commercial properties; and parking lots are required to provide landscaping in accordance with the provisions of the Gateway Overlay Zoning District or as a condition of zoning, building permit, conditional use permit, or variance approval. These requirements do not apply to any portion of a property included within the limits of a valid permitted project prior to the effective date of the Ordinance; and the buffer requirements do not apply to any existing development unless the zoning of the property is changed or there is a major change in the intensity of the existing use on that lot.

Substandard and Dilapidated Structures

In 2003 Jones County, in conjunction with the Middle Georgia Regional Development Center, conducted a housing assessment survey of the entire county, including the incorporated area and the unincorporated area. The primary purpose of the survey was to capture the current condition of housing in the county and to identify what specific areas of the county have a concentration of substandard and dilapidated housing. The survey found that 91 percent of housing structures within Jones County are standard, while 7 percent are substandard and 2 percent are dilapidated. Of all non-standard homes in Jones County, a majority are manufactured homes (2003 Jones County Housing Assessment Report).

The criteria used in the report for classifying housing conditions were as follow:

Substandard:

Upon initial exterior inspection, a substandard home appears to be in the state of significant disrepair. The home needs work in order to halt further deterioration. The building appears to be structurally sound, but exhibits minor structural defects. Substandard homes will have between two or three minor defects and no major defects.

Dilapidated:

Dilapidated homes appear in a serious state of disrepair. The home needs extensive repair or removal in order to protect the health and safety of inhabitants or the general public. The building exhibits little or no structural integrity. Dilapidated buildings will have four or more minor defects and/or one or more major defects.

Minor Defects:

- Slightly swayed roof
- Damaged and/or missing roof tiles
- Uneven and/or slightly cracked foundation
- Uneven windows and/or doors
- One or two broken windowpanes
- Bare and/or unfinished wood

- Missing and/or damaged exterior siding
- Exposed insulation
- Minor dry rot
- Uneven steps and/or missing hand rails
- Porch and/or entrance in a state of disrepair
- Overgrown and/or “trashed” lot

Major Defects:

- Sagging roof
- A significant area of damaged and/or missing roof tiles
- Seriously uneven and/or cracked foundation
- Broken and/or missing windows or doors
- Severely damaged and/or missing exterior siding
- Major dry rot
- Steps, porch, or entrance falling in

The survey revealed relatively few substandard and dilapidated homes along the byway corridor. Of those that did exist, they were concentrated in the communities of Bradley, Wayside, Round Oak, and East Juliette.

The City of Gray and Jones County do not have codes that require housing to be in a certain condition or the removal of dilapidated structures. Jones County is looking into various alternatives to remove the dilapidated structures.

Signs

Section 97 from the Jones County and City of Gray zoning ordinances establishes standards for the design, size, number, location, illumination, and maintenance of all signs and sign structures not located within a building. Section 97.7 {1} of the ordinances outlines the regulations related to billboards. Billboards according to Subsection 97.7 {1} (a), “shall be a conditional use in the Commercial Districts (C-1, C-2, C-3, M-1, and M-2). The other requirements are listed in subsections (b)-(i).

State Requirements Regarding Outdoor Advertising

Georgia Code 32-6-72 states:

No outdoor advertising (is defined as any outdoor sign, light, display, device, figure, painting, drawing, message, placard, poster, billboard, or other thing which is designed, intended, or used to advertise or inform, any part of the advertising or information contents of which are visible from any place on the main traveled way of the interstate or primary (state roads) highway systems) shall be erected or maintained within 660 feet of the nearest edge of the right-of-way and visible from the main traveled way of the interstate or primary highways in this state, except the following:

- Directional and other official signs and notices;
- Signs advertising the sale or lease of the property upon which they are located;

- Signs advertising activities conducted or maintained within 100 feet of the nearest part of the activity as the dimensions of said activity are determined by department regulations, which regulations need not take into consideration the property lines of said activity;
- Signs located in areas zoned commercial or industrial, which signs provide information in the specific interest of the traveling public;
- Signs located in unzoned commercial or industrial areas, which signs provide information in the specific interest of the traveling public; and
- Directional signs, displays, and devices about goods and services in the specific interest of the traveling public located in a defined area or areas approved by the United States Secretary of Transportation.

Georgia Code 32-6-73 goes on to state:

No outdoor advertising shall be erected or maintained beyond 660 feet of the nearest edge of the right-of-way of the interstate or primary highways in the state outside of urban areas (an area included within the boundaries of an incorporated municipality having a population of 5,000 or more as determined by the latest available federal census and any area adjacent to such municipality, provided that such adjacent area is included within the boundaries presently designated and fixed by the outdoor advertising urban area boundary maps and written records attached thereto on file in the office of the treasurer of the Department of Transportation) so as to be visible and intended to be read from the main travel way, except for the following:

- Directional and other official signs and notices;
- Signs advertising the sale or lease of the property upon which they are located;
- Signs advertising activities conducted or maintained within 100 feet from the nearest part of the activity as the dimensions of said activity are determined by department regulations, which regulations need not take into consideration the property lines of said activity; and
- Directional signs, displays, and devices about goods and services in the specific interest of the traveling public located in a defined area or areas approved by the United States Secretary of Transportation.

It is strongly recommended that for a community to maintain its scenic byway designation, local jurisdictions, such as the City of Gray and Jones County need to pass sign regulations consistent with the Georgia code, which in essence will keep billboards off the scenic byway. If this is not done, the community faces the risk of having their scenic byway de-designated.

Placement of Scenic Byway Designation Signs on Local Roadway

Georgia DOT will supply all signs for the scenic byway. However, the local government will be responsible for installing and maintaining any signs that are off the state highway system--in this case, Round Oak-Juliette Road.

Traffic Management

According to the 2004 Annual Average Daily Traffic (AADT) reports prepared by the Georgia Department of Transportation, the AADT on Highway 11 between West Clinton Street and Greene Boulevard was 3,370, the highest on the proposed scenic byway. Between Industrial

Boulevard and Oliver Greene Road, the AADT had declined to 2,060. Proceeding north on Highway 11, the AADT declined even further, falling below 1,400 in each of three segments identified. There was minimal traffic recorded heading west along Round Oak-Juliette Road where the AADT was below 300. The actual AADT for the byway segments listed in the GDOT report is presented on Map 8.

Contact was made with the Traffic Operations Director of the GDOT District 3 office. He was asked to check on any traffic safety or road design concerns on Highway 11 that may impact on the traveler's experience. After researching his office files and records and personally conducting an in-field survey, he determined that this portion of the byway had no safety concerns.

A possible project listed in the State Transportation Improvement Program (STIP) that will have an impact on the SR 11 portion of the scenic byway will be the Gray Bypass and associated grade-separated overpass above SR 11 and the Norfolk Southern Railroad. In June 2005, the Sponsor's Executive Director and the representative from the Middle Georgia RDC, in an attempt to address the impacts of bypass and overpass, contacted a representative from the GDOT Pre-construction Division. After a lengthy but productive conference call, it was agreed that a letter be sent to the GDOT Commissioner outlining the specific recommendations to minimize the impact of the bypass and overpass on both the byway's intrinsic qualities and the traveler's experience. The recommendations outlined in the July 6, 2005 letter to Commissioner Linnenkohl were described under three main headings; design of the overpass over Highway 11 and the Norfolk Southern Railroad, the connector road between the Bypass and Highway 11 North, and the establishment of bike lanes along the bypass.

Bicycle/Pedestrian Accessibility

Outside of some sidewalks in downtown Gray, bicycle/pedestrian facilities are non-existent. The development of bicycle and pedestrian facilities including sidewalks, bike trails and shared-use trails would greatly enhance the traveler's experience along the byway. The traveler would be able to see the outstanding intrinsic qualities this byway and various turnoffs have to offer up close and at a much slower pace than could be enjoyed through the window of an automobile.

The Middle Georgia RDC recently completed, under contract with the Georgia Department of Transportation, a Regional Bicycle/Pedestrian Plan. With the assistance of a regional planning advisory committee, the RDC recommended a series of interconnected bike and shared-use trail facilities in the 11-county region. Within the plan, there were also recommendations for marketing and outreach programs they had as their basis, using bicycle/pedestrian facilities as a tourism and economic development tool. Within Jones County, the Regional Bicycle/Pedestrian Plan recommended a four-foot bike lane along the entire stretch of the scenic byway from Gray to East Juliette. The Plan also includes a proposed rails-to-trails facility connecting Macon and Milledgeville on an abandoned rail line located a few miles south of Gray. A bike lane along Cumslo Road that would connect this shared use facility to the proposed byway bike lane has also been recommended in the regional plan.

Because of its scope, the Regional Plan did identify specific pedestrian and bicycle facility improvements within the City of Gray, the four communities or suggested turnoffs from the byway. The Plan did, however, discuss in length about the importance of improving bicycle and

pedestrian accessibility to the downtown areas in the Middle Georgia communities, particularly in the City of Gray where the residential areas are in close proximity to the downtown area and the potential trailhead for this scenic byway. The Gray Station Better Hometown, in coordination with the Scenic Byway Corporation, should incorporate in any preservation or improvement plans for downtown Gray, the four byway communities, and their respective turnoffs, accessibility for bicycle and pedestrians. Any accessibility plans need to consider Norfolk Southern Railroad's request to keep pedestrian traffic off the railroad tracks for safety reasons.

Tourism, Economic Development and Marketing

The sponsors of the Ocmulgee-Piedmont Scenic Byway, the Jones County-Gray Chamber of Commerce, and the Jones County Development Authority knew that the designation of a scenic byway along Highway 11 and Round Oak-Juliette Road with its potential for bringing tourists and visitors to the area would be an important economic development opportunity for the Gray and Jones County area by creating new businesses and jobs, benefiting existing service-oriented businesses, and generating much needed tax revenues. The sponsors also understood that Gray, Jones County and the immediate area had other attractions that, if properly marketed and packaged to the prospective visitor, would not only enhance these existing attractions, but the visitor would have reason to stay longer and spend additional dollars in the community.

Before detailing the strategies that will be implemented to market the scenic byway, it is important to note the existing attractions in the Gray-Jones County area that can be packaged with the scenic byway's intrinsic qualities described earlier to create an attractive incentive for the traveler to visit, stay, and spend in Gray-Jones County.

Entertainment and Fairs:

- Jones County Lions Fair - Held in fall at the Lions Club Fairgrounds on Highway 18.
- War Days - Re-enactment of Federal Occupation of Clinton, sponsored by the Old Clinton Historical Society on the first weekend in May on site in Clinton.
- Song at Twilight Picnic and Concert - Sponsored by Old Clinton Historical Society the third weekend in April.
- Jones County Bluegrass Festival - Held in mid-March and includes an evening of musical entertainment showcasing some of the best bluegrass bands in the South.
- Ole Clinton Opry - Showcases regional bluegrass, country, and gospel talent every Friday evening.
- Jarrell Plantation Annual Presentations - March Sheep to Shaw; Old Time Fourth of July; Family Farm Day; September Labor Day Folklife Celebration; November Syrup Makin' and Storytelling Day; December Christmas Candlelight Tours.

Heritage:

- Jarrell Plantation, State historic site is an original Middle Georgia plantation consisting of 20 historic buildings dating between 1847 and 1945. Visitors can tour the 1847

plantation-style house, the mill complex, carpenter shop, blacksmith shop, and other buildings. During special seasonal programs, spinning, weaving, woodstove cooking, blacksmithing, and other demonstrations can be observed.

- Jarrell 1820 House, a bed and breakfast, offers visitors to see the Jarrell Plantation.
- Old Clinton Historic District - The original county seat of Jones County features 12 homes built between 1808 and 1830. These homes can be viewed during special tours offered by the Old Clinton Historical Society. The Old Clinton Historic District was listed on the National Register of Historic Places in 1974. Old Clinton is included on Georgia's Antebellum Trail and is home to Old Clinton War Days.

Recreation:

- Hunting, Fishing, and River Adventures - Hunting deer, wild turkey, dove, quail and other abundant game; fishing at Miller Lake Recreation Area, Hillsboro Lake, Lake Sinclair, Lake Oconee, and Lake Juliette.
- Ocmulgee River and Other Streams and Creeks and Wooded Areas of County - Provide areas for swimming, canoeing, picnicking, and camping.
- Miller Lake Recreation Area - Located on US 129, 8 miles from downtown Gray, the 12-acre lake provides public recreational opportunities including fishing, picnicking, hiking around the lake, and habitat for various waterfowl species and fisheries. Picnic sites, fishing piers, and a pavilion are available within the area.

In developing the marketing strategy for the scenic byway, the Ocmulgee-Piedmont Scenic Byway Committee, which has played a vital role in the development of the Corridor Management Plan, decided first that it needed to establish who the target markets were. These markets were: the residents of Gray and Jones County; visitors who are looking for something to do for a day or weekend; residents who reside in Georgia but outside the immediate area; visitors with interests in heritage tourism and eco-tourism; and those living in other parts of the country that pass through the state to some other destination, but could be convinced to spend a day in the area. Catching the attention of the Committee was the fact that looking over the AADT figures from Georgia DOT, many residents living in Gray and the rest of Jones County probably have never been down Highway 11 and Round Oak-Juliette Road, and if they did, probably gave little thought about the four small communities on this route or the Piedmont National Wildlife Refuge. It is not to say that the rest of the markets were not important, but real support for the byway must come first from hometown residents making them knowledgeable and appreciative of the intrinsic qualities this byway corridor possesses.

The first activity that the Committee has recommended after the Corporation has been formed is the preparation of a byway logo, website and brochures, and other publications that will attract these target markets. They will upfront give the Corporation and the scenic byway an identity and exposure to these markets, and communication that this area has something special to offer them.

After establishing this initial exposure, the Corporation would proceed in planning and implementing special events to highlight the byway to these target markets and, most

importantly, coordinate these events with other attractions such as the ones noted above. Some of the ideas that have been discussed include:

- A progressive event demonstration - This is based on the progressive dinner idea, where the visitor would start at one event in Gray or Clinton and, through the use of various communication mechanisms, be lead north to other events at different stations along the scenic byway route until they reach the terminus at the Ocmulgee River Bridge. This not only provides the visitor with great entertainment, but it is an outstanding way to have the visitor, particularly the residents of Jones County, to become familiar with the scenic byway in a positive way.
- Many of the residents of the Middle Georgia region know the best way to Athens for a UGA football game is going through Gray then head north on Highway 129. What many do not know, however is there is another route that would be much more scenic and probably get them to Athens about as quick as the alternative. By taking Highway 11 to Monticello then connecting onto Highway 83 to Madison, the traveler would be able to experience two scenic byways and several communities with a rich historical heritage. During the football season on one of the weekends that UGA is playing in Athens, several special events could be planned along the Ocmulgee-Piedmont Scenic Byway and possibly the one along the Monticello Crossroads Scenic Byway to get those coming to and back from Athens to stop and partake of these activities and enjoy and experience the intrinsic qualities of these byways. It is hoped that through having these regular events, more people on their way to Athens on a Saturday in the fall would prefer taking this route over the other alternative.
- Looking long-term, the Committee felt that by coordinating marketing efforts with other nearby scenic byway organizations, it would be able to maximize the Corporation's limited marketing budget, while at the same time encourage more day and weekend visitor trips to the respective scenic byways. With this in mind, the Committee has recommended establishing a marketing consortium with at least the three or four scenic byways in the Middle Georgia region. If this proved successful, this consortium could be expanded to include the remaining existing scenic byways and any other ones that are designated in the future.
- The Committee realized that the Piedmont National Wildlife Refuge was one of the scenic byway's most important intrinsic quality, and that its importance and beauty no longer be a secret to many people in the county and region, while at the same time insuring the scenic, natural, and recreational value of this resource be protected. To accomplish this, the Piedmont National Wildlife Refuge is planning to install an information kiosk and pull-off on one of the entrances to the Refuge. In addition, the Corporation would assist in sponsoring several annual events held at the Refuge, and would encourage volunteers from the County to become involved at these events and in the Refuge's Christmas bird count and butterfly survey held in the summer. This would go a long way in making the Refuge known to more people and in getting visitors to the Refuge and other parts of the scenic byway.
- Marketing the scenic byway involves more than developing a logo, website, and brochures; it also requires developing and maintaining an attractive corridor where once a

traveler visits the scenic byway, he will have the desire to return and encourage his friends and other acquaintances to tour the area also. Establishing consistent signage and landscaping at community entrances, removing litter and other debris along or near the roadway, constructing new bike and pedestrian paths, developing scenic turn-offs, constructing passive recreation areas and formulating preservation plans that lead to enhancing important intrinsic qualities are part of the marketing equation that need to be part of the Corporation's work program.

- Determining the success of the scenic byway and its economic impact on the local economy will require the Corporation in association with the Chamber to survey visitors in order to identify their level of satisfaction/dissatisfaction with the services and attractions, and to conduct regular economic impact studies of the byway. The results of the visitor surveys should be discussed among the Corporation Board and other participating organizations so that the quality of the services and attractions can be maintained at their highest level, and improvements made where appropriate. Findings of economic impact should be communicated to local governmental and business leaders to demonstrate whether economic development objectives from the byway are being met, and to continue to garner support for the byway among these important stakeholders.
- Other agencies will play an important role in the success of the implementation phase of the Corridor Management Plan. The Corporation Board will need to continue to nurture the relationships that were formed during the development of the Byway Application and Corridor Management Plan, and make sure the lines of communication remain open.
- The public participation process created during the formation of the Corridor Management Plan fostered goodwill and understanding between the property owners/general public and the Byway Committee and sponsors. The Corporation Board should seek to maintain this cooperative relationship through a variety of public participation/involvement efforts, including building partnerships, sponsoring public workshops, creating volunteer opportunities, coordinating with the media outlets and being also open to fresh and new ideas from the outside. All of this will lead to a better quality experience for the traveler and inspire and spark enthusiasm among the local residents and byway property owners.

PUBLIC INVOLVEMENT

The Public Involvement section of the Corridor Management Plan process will include the following elements:

- Scenic Byway Committee;
- Public Meetings;
- Community Support;
- Outreach to the Outdoor Advertising Association; and
- Outreach to Georgia DOT Board Members.

Scenic Byway Committee

The Corridor Management Plan (CMP) document would not have been completed without the help and commitment of 22 persons who agreed to come together and be part of the Ocmulgee-Piedmont Scenic Byway Committee. The names of these individuals who unselfishly gave their time and talents to serve are listed in Appendix 1.

The Committee held its first meeting on November 30, 2004 under the direction of the Corridor Management Plan Coordinator, a representative from the Middle Georgia Regional Development Center. At that initial meeting, the Committee developed the CMP goals and objectives and identified the subcommittee assignments (intrinsic quality, corridor management issues, and public relations). See newspaper article on this meeting in Appendix 2. For the next 12 months, the Committee met five additional times, and during these meetings, reports were made from the three subcommittees, plans were laid for the four public meetings, preservation and enhancement strategies were discussed, and a five-year work program was formulated. Copies of the meeting agendas are also found in Appendix 2. Many members gave countless hours performing these and other duties:

- Researching the intrinsic qualities and corridor management issues and writing summary reports to give to the Project Coordinator;
- Attending city council and county commission meetings and calling and meeting with community organizations to gain their support;
- Researching Tax Assessor's Office files for the list of property owners along the byway;
- Preparing and sending public meeting notices to these owners;
- Making the arrangements and other logistics for the public meetings, including distributing flyers; and
- Taking photographs for use in the CMP report.

Public Meetings

The Ocmulgee-Piedmont Scenic Byway Committee held a total of four (4) public meetings during the Corridor Management Plan process. The first three meetings were held on March 22, 2005 at the Jones County Civic Center; April 19, 2005 at the Woodsman of the World Lodge in Round Oak; and April 22, 2005 at the Juliette Baptist Church in East Juliette. Prior to these meetings, the Byway sponsors, the Jones County-Gray Chamber of Commerce and the Jones

County Development Authority, along with volunteers from the Committee, prepared and distributed flyers, sent notices to every property owner having a residence or business along the byway, and placed a notice in the Jones County News. A notice of the meeting was also sent to Mr. Vernon Lee of the Outdoor Advertising Association of Georgia via certified mail, return receipt requested. The notices and flyers are presented in Appendix 3. Each of these public meetings had a common theme which was: to provide a background of the local scenic byway process and the Georgia Scenic Byway Program; to explain the benefits of the scenic byway program; to outline the vision statement and objectives for the Corridor Management Plan as proposed by the Committee; and to address any concerns that the property owners and others in attendance have in designating the proposed route as a scenic byway. The meeting agendas and handouts, list of attendees, and news articles preceding and after the meeting have been placed in Appendix 3.

The attendance at the three meetings were as follows:

- Jones County Civic Center, City of Gray – 25
- Woodsman of the World Lodge, Round Oak - 19
- Juliette Baptist Church, East Juliette - 13

These meetings were used by the project sponsor to gauge public support and to provide a benchmark to proceed with the designation. Based on the sponsor's assessment of the meetings, a decision was made to continue with the development of the Corridor Management Plan.

The fourth and final public meeting was on November 3, 2005 at the Jones County Civic Center in Gray. The purpose of this meeting was to provide those in attendance an assessment of the corridor intrinsic qualities, corridor management issues, and scenic byway enhancements and input on the formation of the scenic byway work program. As with the first set of meetings, a notice was sent to all residential and business property owners along the byway. Instead of a public notice in the Jones County News, it was decided to place a news article in the same newspaper a week prior to the meeting. Appendix 3 contains the agenda, handouts, attendance list, the news article from this meeting, and the compilation of the results from the "What Projects Matter to You" Survey.

Community Support

Committee members spent countless hours on the phone and meeting in person with many community organizations, the Gray City Council, and the Jones County Board of Commissioners discussing the proposed scenic byway and its benefits to the community and soliciting their support for the designation. Everywhere they went and everyone they talked to were extremely supportive and thought the scenic byway designation would create a positive community image and have a positive impact on the local area economy. This show of support is demonstrated by the many letters and correspondence that were received. These letters are presented in Appendix 4.

Outreach to Outdoor Advertising Association

The Ocmulgee-Piedmont Scenic Byway Committee and the byway sponsors took a pro-active approach to contact representatives from the Outdoor Advertising Association during the Corridor Management Plan process. The Association's contact, Mr. Vernon Lee, as was noted above, was sent a certified letter inviting him to the first set of public meetings in March-April, 2005. He was later invited to tour the potential route and discuss the designation efforts by the Committee and sponsors. Though given these opportunities, Mr. Lee decided not to participate. In addition, the project sponsor spoke over the phone with a representative from a local outdoor advertising company who was very familiar with proposed scenic byway routes. He indicated that he had little concern about the prohibition of billboards along this route since there was very little commercial zoning and vehicular traffic in the area. Correspondence to Mr. Lee is presented in Appendix 5.

Outreach to Georgia DOT Board Members

The Georgia DOT Board Members representing Jones County are:

- Mr. Ward Edwards, Butler - District 3
- Mr. Sam Wellborn, Midland - District 8

Mr. Edwards and Mr. Wellborn were extended invitations to tour the proposed scenic byway route and discuss the corridor management plan with representatives from the Committee and sponsors. Copies of these invitations as well as their letters of support for the scenic byway designation can be found in Appendix 6.

IMPLEMENTATION

Topics that will be covered under the implementation of the Corridor Management Plan include:

- Organizational Structure and Responsibilities;
- Byway Evaluation;
- Public Participation;
- Financial and Legal Responsibility; and
- Implementation Timetable

Organizational Structure and Responsibilities

At the present time, the Ocmulgee-Piedmont Scenic Byway Committee and the byway sponsors, in coordination with the Middle Georgia RDC have worked closely in the development of the application and the Corridor Management Plan. This relationship will continue right through to the designation of the scenic byway by the Georgia Transportation Board. This section will review the organizational structure and responsibilities once the designation of the scenic byway occurs.

For the first several months after designation, the Ocmulgee-Piedmont Scenic Byway Committee and the byway sponsors will operate under the current organizational structure and responsibilities. During that time, the Committee and sponsors will combine resources to establish a non-profit organization and 501(c)3 status, which is expected to be achieved by the end of 2006. As has been discussed during the development of the Corridor Management Plan, the “Scenic Byway Corporation” will likely have a five-member Board of Directors and four eight-member working committees to include Administration; Marketing; Land Use, Beautification, and Accessibility; and Preservation. The Responsibilities of the Corporation Board of Directors would be as follows:

- Adopt and implement Annual Work Program and Budget;
- Implement on-going public participation and information program;
- Advise local planning and zoning boards on corridor issues;
- Administer private foundation grants and assist local governments in administering state and federal grants in the corridor;
- Monitor byway corridor for development changes and improvement projects;
- Review all major development proposals with corridor and make recommendations to appropriate governmental bodies;
- Coordinate with neighboring jurisdictions to coordinate land use, signage, and development to protect gateways;
- Coordinate with other local, state, federal, and regional agencies and private organizations in the implementation of the Corridor Management Plan;
- Establish training programs for Corporation Board of Directors, byway landowners, and community at-large that will lead to more effective implementation of the Corridor Management Plan;
- Hire staff (as deemed necessary) to manage the day-to-day operations of the Corporation and to adopt policies and procedures related to personnel and the operation of the Corporation; and

- Submit bi-annual review of local scenic byway program to GDOT.

The successful application of the Corridor Management Plan will require the cooperation of other local, state, federal, and regional agencies and private organizations and for the Corporation to maintain an effective liaison with these entities. The responsibilities of these other agencies are listed below.

Local Jurisdictions

- Application of existing ordinances and regulations consistent with goals and strategies of the Corridor Management Plan.
- Establish and implement beautification and enhancement projects needed to attract travelers.
- Make improvements to Round Oak-Juliette Road.

State Agencies

- Georgia DOT
 - Improve Highway 11 such as widening, construction of turn lanes, roadway realignment, and speed limits will primarily be the responsibility of GDOT.
 - Provide technical assistance on matters such as road construction standards, safety, parking facilities, and alternative modes of transportation.
- Georgia Department of Community Affairs
 - Provides comprehensive planning, technical, and research assistance to local governments.
- Georgia Department of Natural Resources
 - Give technical support on environmental and historic preservation matters.
 - Administers and manages Jarrell Plantation.

Federal Agencies

- U.S. Fish and Wildlife Service
 - Provides administration and management support to the Piedmont National Wildlife Refuge.

Regional Agencies

- Middle Georgia Regional Development Center
 - Provided technical support throughout the scenic byway process.
 - Corporation will continue to use the resources and technical expertise of RDC to implement the CMP.

Chamber of Commerce

- Provided sponsorship and staff support for the scenic byway application and Corridor Management Plan.
- Will continue to provide staff support to the Corporation until it hires a permanent staff.
- Assist in marketing and promoting the scenic byway.
- Assist local motels, restaurants, and shops in providing needed traveler services.

Byway Evaluation

The evaluation progress for the Corridor Management Plan will occur in the following manner:

- Through its committee process, the Corporation will continuously evaluate its progress towards meeting the goals and strategies established in the Corridor Management Plan.
- Corporation with assistance from the local Chamber of Commerce will survey visitors to identify level of satisfaction/dissatisfaction with services and attractions; conduct local economic impact studies of the byway.
- Prepare bi-annual review report to be submitted to the RDC and GDOT.

Public Participation

The Scenic Byway Corporation will expand on the public participation/involvement efforts described in this report by:

- Promoting partnerships between community organizations, businesses, and local governments;
- Sponsoring public workshops and meetings prior to byway enhancements;
- Coordinating with various media outlets such as newspapers, radio, and internet sites to keep public informed; and
- Maintaining constant communication with Georgia DOT staff and board members on CMP implementation.

Financial and Legal Responsibility

State Highway 11 is under the jurisdiction of the Georgia Department of Transportation. However, the Georgia DOT assumes no legal or financial responsibility as a result of the

designation of the Ocmulgee-Piedmont Scenic Byway. In addition, the Georgia DOT is not obligated to perform a higher level of maintenance along the Scenic Byway route.

Implementation Timetable

The Ocmulgee-Piedmont Scenic Byway Work Program, 2006-10 is presented below. The Work Program has been divided into four sections; Administrative; Marketing; Land Use, Beautification and Accessibility; and Preservation. The Administrative section deals primarily with the initial establishment of the Corporation along with follow-up training, public education seminars, and hiring of staff to handle the day-to-day operations. The Marketing section focuses on activities that will attract the target markets to the byway, increase volunteerism within the byway structure and to bring other byway organizations together to promote the respective intrinsic qualities and maximize limited marketing resources. The Land Use, Beautification, and Accessibility section identifies the activities to address the corridor management uses related to land use, make the byway more attractive and protect the important rural viewsheds and scenic areas, and to create more opportunities for bicycle and pedestrian accessibility. Finally, the Preservation section presents activities that are designed to preserve and protect the scenic and historic intrinsic qualities described earlier in this report with particular attention to the five communities along the byway route, the scenic and historic turnoffs from these communities, and the Piedmont National Wildlife Refuge.

The Work Program outlines the following activities to be accomplished during the first year (2006):

- Establish non-profit corporation and 501(c)3 designation;
- Request City and County to add member of Scenic Byway Corporation to Planning and Zoning Commission as an ex-officio member;
- Establish training program for Corporation Board of Directors, byway landowners, and community at-large;
- Prepare byway logo, website and brochures, and other publications to attract specific target markets, as appropriate.
- Coordinate and cooperate with Norfolk Southern Railroad in areas of vegetation control, and appearance of railroad properties along the scenic byway.
- Amend existing city and county zoning ordinances to establish an overlay zone for the scenic byway corridor that addresses signage, design, and other land use issues.
- Make improvements to downtown Gray for use as a byway trailhead.
- Establish and implement a Historic Preservation Commission in the City of Gray.

Ocmulgee-Piedmont Scenic Byway Work Program 2006-2010

	DESCRIPTION	STWP YEAR					LIKELY PROJECT INVOLVEMENT	ESTIMATED COST	POSSIBLE FUNDING SOURCES
		2006	2007	2008	2009	2010			
ADMINISTRATIVE									
1	Establish non-profit corporation and 501(c)3 designation.		X				Chamber, Development Authority	\$2,000	Chamber, Dev. Auth., Private Sources
2	Request City and County to add member of Scenic Byway Corporation to Planning and Zoning Commission as an ex-officio member.		X				City, County, Scenic Byway Corporation	\$0	N/A
3	Establish training program for Corporation Board of Directors, byway landowners, and community at-large to implement Corridor Management Plan.		X	X	X	X	Scenic Byway Corporation, DNR, Univ. of GA, GA Land Trust, RDC	\$2,500/yr,	Scenic Byway Corporation
4	Hire a part/full-time staff position to manage the day-to-day operations of the Corporation.				X	X	Scenic Byway Corporation, Chamber	\$40,000/yr.	Scenic Byway Corporation
MARKETING									
1	Prepare byway logo, website and brochures, and other publications to attract specific target markets, as appropriate.		X	X			Scenic Byway Corporation, RDC	\$10,000	Scenic Byway Corporation, State/Federal Grants

2	Plan and implement special events and publications to highlight the byway to the target markets, including the promotion of Native American, railroad and Civil War history, and in coordination with events held at the Piedmont National Wildlife Refuge, Jarrell Plantation, and Old Clinton.			X	X	X	X	Scenic Byway Corporation, Chamber, GA DoED, U.S. Fish & Wildlife Service (PNWR), Jarrell Plantation, Old Clinton Historic Society, Norfolk Southern RR, Georgia Civil War Commission, Volunteers	\$5,000/yr.	Scenic Byway Corporation, Chamber, GA DoED, PNWR, DNR (Jarrell Plantation), Old Clinton Historic Society, Norfolk Southern RR, Georgia Civil War Commission, Private Sources
3	Establish and implement a marketing consortium with other scenic byway organizations in the area.			X	X	X	X	Scenic Byway Corporation, Chamber, Other Byway Organizations	\$3,000/yr.	Scenic Byway Corporation, Chamber, Other Byway Organizations
4	Install information kiosk and pulloff on west side of Piedmont National Wildlife Refuge.			X				Scenic Byway Corporation, Piedmont National Wildlife Refuge	\$5,000	Scenic Byway Corporation, U.S. Fish & Wildlife Service
5	Sponsor annual children's fishing rodeo held annually at the Piedmont National Wildlife Refuge.			X	X	X	X	Scenic Byway Corporation, Piedmont National Wildlife Refuge, Volunteers	\$2,500/yr.	Scenic Byway Corporation, Private Sources

LAND USE, BEAUTIFICATION, AND ACCESSIBILITY

1	Sponsor annual clean-up events along the scenic byway.			X	X	X	X	Scenic Byway Corporation, City, County, Keep Jones County Clean and Beautiful, Piedmont NWR Community Organizations, Volunteers	\$2,000/yr.	Scenic Byway Corporation, City, County, Keep Jones County Clean and Beautiful, Piedmont NWR, Private Sources
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2	Establish the State Adopt-a-Highway Program along the Ocmulgee-Piedmont Scenic Byway.			X	X	X	X	Scenic Byway Corporation, GDOT, Keep Jones County Clean and Beautiful, Community Organizations, Volunteers	\$0	Volunteer Time and GDOT Provides Supplies
3	Coordinate and cooperate with Norfolk Southern Railroad in the areas of vegetation control and appearance of railroad properties along the scenic byway.		X	X	X	X	X	Scenic Byway Corporation, Norfolk Southern Railroad	Staff Time in Budget	Scenic Byway Corporation, Norfolk Southern Railway
4	Educate landowners (area between Government Center, Bradley, Wayside, and Round Oak) on techniques to protect farmland viewsheds and related benefits.				X	X		Scenic Byway Corporation, Property Owners	\$2,500/yr.	Scenic Byway Corporation
5	Amend existing city and county zoning ordinances to establish an overlay zone for the scenic byway corridor that addresses signage, design, and other land use issues.		X	X				Scenic Byway Corporation, City, County	Staff Time in Budget	Scenic Byway Corporation, City, County
6	Establish a consistent signage and landscaping program at the community entrances.			X	X	X	X	Scenic Byway Corporation, Keep Jones County Clean and Beautiful, GDOT, City, County, Volunteers	\$2,500/yr.	Scenic Byway Corporation, City, County, Keep Jones County Clean and Beautiful, City, County, Private Sources
7	Establish passive recreation area and other improvements at the Ocmulgee River Bridge-Old Grist Mill area in East Juliette.				X			Scenic Byway Corporation, Keep Jones County Clean and Beautiful, DNR, City, County, Volunteers	\$50,000	Scenic Byway Corporation, City, County, Keep Jones County Clean and Beautiful, City, County, State/Federal Grants, Private Sources
8	Establish a comprehensive conservation plan for the Piedmont National Wildlife Refuge.				X			Piedmont National Wildlife Refuge	\$50,000	U.S. Fish and Wildlife Service

9	Construct new bike paths and walkways in the scenic byway corridor to promote bicycle and pedestrian usage.				X	X	X	Scenic Byway Corporation, City, County, GDOT, RDC	\$150,000	Scenic Byway Corporation, City, County, State/Federal Grants
10	Coordinate with appropriate agencies on the Gray Bypass project related to the overpass and land development.			X	X	X	X	Scenic Byway Corporation, City, County, GDOT	Staff Time in Budget	Scenic Byway Corporation, City, County, GDOT
PRESERVATION										
1	Develop preservation plans for the four communities along the scenic byway route.			X	X	X		Scenic Byway Corporation, Jones County HP Commission, RDC	\$50,000	Scenic Byway Corporation, State/Federal Grants
2	Develop historic and scenic turn-offs along the scenic byway route.			X	X	X	X	Scenic Byway Corporation, Jones County HP Commission, Jones County Clean & Beautiful, RDC, Volunteers	\$20,000	Scenic Byway Corporation, Jones County Clean & Beautiful, State/Federal Grants, Private Sources
3	Improve and maintain existing historic markers, add new markers and replace missing ones, as appropriate.			X	X	X	X	Scenic Byway Corporation, Jones County HP Commission, Volunteers	\$3,000/yr.	Scenic Byway Corporation, Private Sources
4	Conduct annual butterfly survey and Christmas bird count at the Piedmont National Wildlife Refuge.			X	X	X	X	Scenic Byway Corporation, Piedmont NWR, Volunteers	\$0	Volunteers and Piedmont NWR Staff

5	Make improvements to downtown Gray for use as byway trailhead.		X	X	X	X	X	Gray Station Better Hometown Program, Scenic Byway Corp., City, County, DCA, Univ. of GA	\$60,000	Gray Station BHT, Scenic Byway Corp., City, County, State/Federal Grants
6	Establish and implement a Historic Preservation Commission in the City of Gray.		X	X	X	X	X	City of Gray	\$2,500/yr.	City of Gray
7	Designate local historic districts in portions of the City of Gray and in the communities of Bradley, Wayside, Round Oak, and East Juliette.			X				Gray Historic Preservation Commission, Jones County HP Commission	\$10,000	City of Gray, Jones County, Scenic Byway Corporation

APPENDIX 1

**OCMULGEE-PIEDMONT SCENIC BYWAY COMMITTEE
AND
BYWAY SPONSORS**

OCMULGEE-PIEDMONT SCENIC BYWAY COMMITTEE

Rev. Timothy Booker

Ms. Janelle Bridges

Mr. Paul Childs

Ms. Evelyn Collins

Mr. Earl Colvin

Mr. Ronnie Crutchfield

Ms. Pat Daniels

Ms. Terrie Denson

Mr. Clarke Dirks

Mr. Dan Frazier

Ms. Susan Green

Ms. Earlene Hamilton

Ms. Fleta Harper

Ms. Charlotte Hinson

Ms. Debbie Lurie-Smith

Mr. Bill Mathews

Ms. Sandra McKinney

Mr. Rhett McMurray

Mr. Billy Moore

Ms. Lyndoll Moore

Ms. Mary Musselman

Ms. Louneal Tillman

Ms. Charlotte Wilson

**JONES COUNTY/GRAY CHAMBER OF COMMERCE
2006 BOARD OF DIRECTORS**

Alvin Adams, Past Chairman

Don Curry

Donald Black

Jason Briley

Jon Carter

Alan Childs, Treasurer

Ryan Frier

Roy Harris

Preston Hawkins

Frankie Lamb

Jim LeBrun

Bill Mathews, Executive Director

Joe Milholen

Madge Miller

Greg Mullis, Chairman

Kathy Sewell, Vice Chair

Paul Sheets

Chris Smarr

JONES COUNTY DEVELOPMENT AUTHORITY

Francis Adams

Bill Cecil, Vice Chair

Frank Duke

Greg Mullis, Chairman

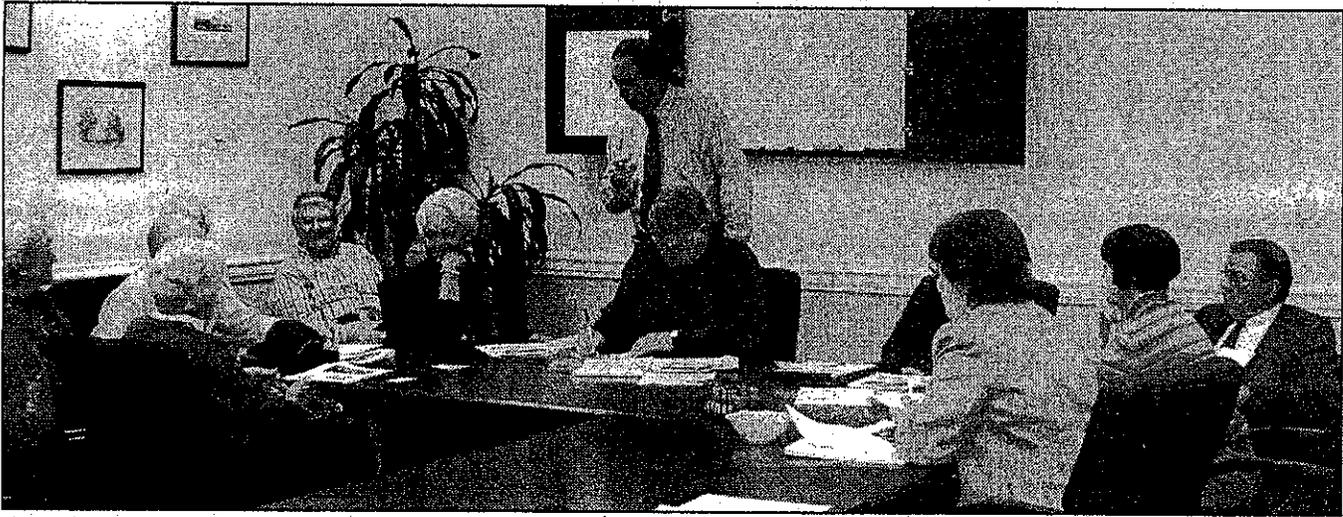
Brick Nelson

Mickey Parker

Dottie Walker, Treasurer

APPENDIX 2

**OCMULGEE-PIEDMONT SCENIC BYWAY COMMITTEE
MEETING AGENDAS**



(by Lurie-Smith)

Clark leads members of the committee through the process of creating a mission statement for the program

Scenic Byways

Local program in phase 2

DEBBIE LURIE-SMITH

Jones County is in the second phase of a program to identify one of its major highways as a state Scenic Byway which, when completed, will attract tourists and foster the economic growth in the community.

A meeting, led by Middle Georgia Regional Development Center Senior Planner Phil Clark, was held November 30 to begin work on completing the designation process.

The meeting was attended by about 18 people, which included several residents who live along the proposed route. The group started by adopting a mission statement and setting quarterly meetings for February 28, May 23, August 22, and November 28.

The mission statement agreed upon by the group is: to promote the tourism and economic opportunities of the scenic byway and to preserve the county's scenic, natural, historic, cultural, archeological and recreational resources.

Clark said goals for the project would be set at the next

meeting.

The Georgia Scenic Byways Program is a grassroots effort to identify, preserve, promote and protect treasured corridors throughout the state. A Georgia Scenic Byway is defined as any designated highway, street, road, or route which features certain intrinsic qualities that should be protected or enhanced. Scenic, historic, natural, archeological, cultural or recreational qualities give the byway its character and appeal.

To obtain designation, a community must complete a multi-stage process of identifying a route, submitting an application, developing a Corridor Management Plan, and receiving approval by the Georgia Department of Transportation.

The application defines the route, acknowledges local support of the byway, and assesses the intrinsic qualities and potential issues of the route. According to Jones County/Gray Chamber of Commerce Executive Director Sandra McKinney, the highway identified as acceptable to the program is the route along Highway 11. The

byway route begins at the City of Gray and continues up Highway 11 to Round Oak - Juliette Road. It is called the Historic Ocmulgee Scenic Byway. An application for designation of that route was submitted to the GDOT in June of 2003 and was approved in January 2004.

The next step in the designation is the Corridor Management Plan, which requires significant public involvement and documents the vision for the byway and a description of what steps will be taken to achieve the goals of promotion, preservation, and development.

McKinney asked Clark about the benefit of the designation to the community.

"The first thing is county pride," Clark said. "People don't realize what they have. The intent of the Scenic Byway program is to get people off of the interstates and come and spend money in your community."

The project is a grassroots effort, and Clark presented a timeline to be finished with the Corridor Management Plan before February, 2006 in order for it to be

included in the county and city's comprehensive plan.

Meeting attendees were asked to sign up for committees to divide the work needed to complete the project.

"The important thing is to look at this from the vantage point of a visitor," Clark commented.

He added that a lot of work needed for the management plan was already done as part of the application.

The corridor management plan requires two public meetings and must document support of local organizations and city and county government.

The Georgia Scenic Byway's website explains that the purpose of designating routes is not only to display the historic character and natural beauty of the state, but also to allow communities to take an active role in protecting their resources, while at the same time creating new economic development opportunities along the routes.

HISTORIC OCMULGEE SCENIC BY-WAY COMMITTEE MEETING
November 30, 2004; 4:30 p.m.
AGENDA

- 1. Welcome and Introductions**
- 2. Review of Tasks and Timeline for Completion of CMP**
- 3. Development of CMP Goals and Vision Statement**
- 4. Subcommittee Assignments:**
 - ✦ Intrinsic Quality Inventory**
 - ✦ Corridor Management Issues**
 - ✦ Public Relations**
- 5. Establish Dates of Subcommittee Meetings**
- 6. Adjournment**

AGENDA

OCMULGEE-PIEDMONT SCENIC BY-WAY COMMITTEE MEETING

Monday, February 28, 2005; 4:30 p.m.

Chamber Board Room

1. Welcome

2. Subcommittee Reports
 - ✦ Public Relations
 - ✦ Intrinsic Qualities
 - ✦ Corridor Management

3. Identifying Solutions to Problems Encountered To Date

4. Next Meeting

5. Adjournment

AGENDA

OCMULGEE-PIEDMONT SCENIC BY-WAY COMMITTEE MEETING

Thursday June 2, 2005; 4:30 p.m.

Chamber Board Room

1. Welcome

2. Recap of Public Meetings and Future Direction of CMP Process-
Sandra McKinney

3. Subcommittee Reports
 - ↓ Public Relations
 - ↓ Intrinsic Qualities
 - ↓ Corridor Management

4. Identifying Solutions to Problems Encountered To Date

5. Next Meeting

6. Adjournment

AGENDA

OCMULGEE-PIEDMONT SCENIC BY-WAY COMMITTEE MEETING

Wednesday, September 14, 2005; 10:00 a.m

Chamber Board Room

1. Welcome

2. Subcommittee Reports
 - ✦ Public Relations
 - ✦ Intrinsic Qualities
 - ✦ Corridor Management

3. Priority Projects
 - ✦ Administrative
 - ✦ Marketing
 - ✦ Land Use and Beautification
 - ✦ Preservation

5. Date and Time for Public Meeting to Review Priority Projects

AGENDA

OCMULGEE-PIEDMONT SCENIC BY-WAY COMMITTEE MEETING Thursday, October 6, 2005; 10:00 a.m Chamber Board Room

1. Welcome
2. Complete Priority List of Projects
3. Preparations for November 3rd Public Meeting
4. Adjournment

AGENDA

OCMULGEE-PIEDMONT SCENIC BY-WAY COMMITTEE MEETING Monday, November 28, 2005; 11:00 a.m Chamber Board Room

1. Welcome
2. Review Preservation and Enhancement Strategies
3. Review Implementation Section of CMP
4. Prepare 2006-10 Scenic Byway Work Program
4. Adjournment

APPENDIX 3

PUBLIC MEETINGS

**JONES COUNTY SCENIC BY-WAY
NOTICE TO PROPERTY OWNERS ON HIGHWAY 11,
ROUND OAK-JULIETTE ROAD, AND IN EAST JULIETTE**

The Georgia Department of Transportation has accepted the application of Jones County for a Scenic By-way designation and has encouraged us to move forward with the approval process.

A scenic by-way designation helps us to preserve, enhance and display Jones County's history, culture and natural beauty. This designation can mean substantial improvements to Jones County through government and private grants as well as from visitor revenue. The potential route through Jones County is State Road 11 from downtown Gray to Round Oak-Juliette Road. The route then goes down Round Oak-Juliette Road to the Ocmulgee River at East Juliette.

The Jones County Scenic By-way Committee is seeking ideas, viewpoints and participation from Jones County residents at public forums in planning this project on:

Tuesday, March 22, 2005, in the Auditorium of the Jones Co. Civic Center, 6 PM
Tuesday, April 19, 2005, in the WOW Lodge in Round Oak at 6 PM
Thursday, April 21, 2005 at the Juliette Baptist Church in East Juliette at 6 PM

Enclosed is a listing of questions often asked about the Scenic Byway process along with The answer as it applies to our proposed byway.

We encourage you to also participate in any or all of the public sessions. However, to allow for more direct interaction with property owners on Highway 11, Round Oak-Juliette Road, and in East Juliette, members of the committee will be glad to meet or talk with you individually in advance of this forum if you have questions or concerns.

To meet individually with a Scenic Byway Committee member before the public forum, please call the Chamber office at 986-1123 and a member will call to respond to your questions or to set up a meeting at your convenience. We will be more than happy to discuss this project with you. Your input is important to us.

Organized by the Public Relations Committee of the Ocmulgee-Piedmont Scenic By-way Committee:

Sandra McKinney
Lyndoll Moore
Charlotte Hinson
Bettye Williams

Mary Musselman
Fleta Harper
Debbie Lurie-Smith

Phil Clark, Middle Georgia Regional Development Center, Consultant

Notice of Public Hearings

A public hearing will be held on:

The Jones County News

Thursday, March 17, 2005

March 22--Jones County Civic Center auditorium in downtown Gray at 6 PM

April 19--Woodmen of the World Lodge in Round Oak at 6 PM

April 21--Juliette Baptist Church in East Juliette at 6 PM.

The purpose of the hearing is to provide information and to receive community input to the efforts for providing an Ocmulgee-Piedmont Scenic Byway. The route is as follows:

- Section I: Downtown Gray to GA Highway 11 north three miles to Bradley Community
- Section II: GA 11 north three miles from Bradley community to Wayside community
- Section III: GA 11 north two miles from Wayside community to Round Oak community
- Section IV: GA 11 north one mile from Round Oak community to Juliette-Round Oak Road
- Section V: Juliette-Round Oak Road west 12 miles through Piedmont Wildlife Refuge to Trails End at Ocmulgee River

Anyone interested in learning more about the project, who wishes to provide input to the scenic management plans, or who has questions about the process is encouraged to attend.

For more information, call 986-1123, and a member of the Scenic Byway Committee will be glad to return your call.

Support the Ocmulgee- Piedmont Scenic By-way

*GA Hwy 11
and Round
Oak-Juliette
Road to the
Ocmulgee
River*



Why a Scenic By-way Designation?

To preserve, enhance and display the history, culture & natural beauty of the route



Opportunity to protect, enhance and display the scenic, historic, archeological, cultural, natural & recreational qualities of our community

To learn about scenic management plans and how this can benefit our community:

- ▶ *Call 986-1123 and ask for a Scenic Byway Committee Member to return your call.*
- ▶ *Check these websites: www.byways.org and www.dot.state.ga.us*
- ▶ *Attend Public Meetings: March 22 at the Jones County Civic Center; April 19 at WOW Lodge in Round Oak; April 21 at Juliette Baptist Church*

Support the Ocmulgee- Piedmont Scenic By-way

*GA Hwy 11
and Round
Oak-Juliette
Road to the
Ocmulgee
River*



Why a Scenic By-way Designation?

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Opportunity to protect, enhance and display the scenic, historic, archeological, cultural, natural & recreational qualities of our community

To learn about scenic management plans and how this can benefit our community:

- ▶ *Call 986-1123 and ask for a Scenic Byway Committee Member to return your call.*
- ▶ *Check these websites: www.byways.org and www.dot.state.ga.us*
- ▶ *Attend Public Meetings: November 3th 6:00 p.m. at the Jones County Civic Center*

**PUBLIC MEETING #1
OCMULGEE-PIEDMONT SCENIC BYWAY CORRIDOR MANAGEMENT PLAN
MARCH 22, 2005; 6:00 P.M.
JONES COUNTY CIVIC CENTER**

- 1. WELCOME- Sandra McKinney, Executive Director, Jones County-Gray Chamber of Commerce**
- 2. BACKGROUND OF LOCAL SCENIC BY-WAY PROCESS-Sandra McKinney**
- 3. GEORGIA SCENIC BY-WAY PROGRAM- Phil Clark, Middle Georgia RDC**
- 4. BENEFITS OF SCENIC BY-WAY PROGRAM- Phil Clark**
- 5. VISION STATEMENT AND OBJECTIVES FOR CORRIDOR MANAGEMENT PLAN- Phil Clark**
- 6. QUESTIONS AND ANSWERS**

Scenic Byway Sign-up Sheet

Please sign below so that we will have a record of attendance.

1. Mat + Paige Sires
2. Earl Colvin
3. Sandra McKinney
4. Fleta M. Hayes
5. Walter Goolsby Jr.
6. Mr & Mrs BRIAN T. REID Sr
7. Charlotte Wilson
8. Mary Musselman
9. Debra C. Barrentine
10. Dot Yandle
11. Hilda X. Miller
12. Jessie Danson
13. Jean Rollins
14. Susan Barron
15. Lyndell Moore
16. Billy Moore
17. Ruth Yarbrough
18. Swendell M. Swain
19. Dan Lee
20. Betty Williams

Scenic Byway Volunteer Sheet

Please Sign below if you will agree to serve on the Scenic Byway Committee:

<u>Name</u>	<u>Address</u>	<u>E-Mail</u>	
1			
2	Steffi Rollins	PO Box 696 Gray	Srollins86@aol.com
3	Dot Yandle	2139 Manticello Hwy Round Oak	yandle100@earthlink.net
4	DAN FRAZIER	109 HUNGERFORDS Gray, GA	dfrazier@sstulh.com
5	Ricky Yarbrough	10 Box 426 Gray	cherry-ridge@little-today.com
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PUBLIC MEETING #2
OCMULGEE-PIEDMONT SCENIC BYWAY CORRIDOR MANAGEMENT PLAN
APRIL 19, 2005; 6:00 P.M.
WOODSMAN OF THE WORLD LODGE-ROUND OAK

- 1. WELCOME- Sandra McKinney, Executive Director, Jones County-Gray Chamber of Commerce**
- 2. BACKGROUND OF LOCAL SCENIC BY-WAY PROCESS-Sandra McKinney**
- 3. GEORGIA SCENIC BY-WAY PROGRAM- Phil Clark, Middle Georgia RDC**
- 4. BENEFITS OF SCENIC BY-WAY PROGRAM- Phil Clark**
- 5. VISION STATEMENT AND OBJECTIVES FOR CORRIDOR MANAGEMENT PLAN- Phil Clark**
- 6. QUESTIONS AND ANSWERS**

Scenic Byway Sign-up Sheet

Please Sign below so that we will have a record of attendance.

- 1 Nell King
- 2 Eunice Williams
- 3 Samuel & me Liberty
- 4 Charlotte Wason
- 5 Janel Frazier
- 6 Mike Steed
- 7 Ann Steed
- 8 Pat Steed
- 9 Betty Gabriel
- 10 Walter Golsby Jr.
- 11 Fleta M. Harper
- 12 Fred Crutchfield
- 13 Jimmy Crutchfield
- 14 Janet Crutchfield
- 15 Rev. L. L. Brock White Chapel Round Oak
- 16 Mary Musselman
- 17 Fleta Harper
- 18 Howell Crutchfield
- 19
- 20

Scenic Byway Volunteer Sheet

Please sign below if you will agree to serve on the Scenic Byway Committee:

James Book Timothy Book & Bell south net

2 _____

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**PUBLIC MEETING #3
OCMULGEE-PIEDMONT SCENIC BYWAY CORRIDOR MANAGEMENT PLAN
APRIL 21, 2005; 6:00 P.M.
JULIETTE BAPTIST CHURCH-EAST JULIETTE**

- 1. WELCOME- Sandra McKinney, Executive Director, Jones County-Gray Chamber of Commerce**
- 2. BACKGROUND OF LOCAL SCENIC BY-WAY PROCESS-Sandra McKinney**
- 3. GEORGIA SCENIC BY-WAY PROGRAM- Phil Clark, Middle Georgia RDC**
- 4. BENEFITS OF SCENIC BY-WAY PROGRAM- Phil Clark**
- 5. VISION STATEMENT AND OBJECTIVES FOR CORRIDOR MANAGEMENT PLAN- Phil Clark**
- 6. QUESTIONS AND ANSWERS**

Scenic Byway Sign-up Sheet

Please sign below so that we will have a record of attendance.

1. Debi Fui Smith

2. Esther Hamilton

3. Joan McIngin

4. Marilyn G. Lewis

5. J. A. Lee

6. Brian Reid

7. Vicki Reid

8. Claudia Watkins

9. Randy N. Watkins

10. Marilyn G. Hawk

11. Susan M. Green

12. ~~Don Handke~~

13. John Coon

14.

15.

16.

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Georgia Scenic Byways Program

What is a Georgia Scenic By-way

The Georgia Scenic Byways Program is a grassroots effort to preserve, promote, protect, and interpret treasured corridors throughout the state. A Georgia Scenic Byway is defined as any designated highway, street, road, or route, which features certain intrinsic qualities that should be protected or enhanced. It is these qualities, be they scenic, historic, natural, archeological, cultural, or recreational, which give the byway its character and appeal.

History

The National Scenic Byways Program was established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) in an effort to recognize a distinctive collection of American roads, their stories and treasured places. ISTEA also allowed for the creation of state scenic byway programs. In 1995, the Georgia Scenic Byway Project, a privately funded collaboration of GDOT, the Georgia Trust for Historic Preservation, and Scenic America, laid the groundwork for our state program. In 1998, GDOT took over responsibility for the program and continued the Project's efforts of designation, promotion, preservation, and enhancement.

Designation

To obtain designation, a local sponsor must complete a multi-stage process of identifying a route, submitting an application, developing a Corridor Management Plan, and receiving approval by the Georgia Department of Transportation. The application defines the route, acknowledges local support of the byway, and assesses the intrinsic qualities and potential issues of the route. The Corridor Management Plan (CMP), with significant public involvement, documents the vision for the byway and what steps will be taken to achieve the goals of promotion, preservation, and development. Once designated, byways receive official signs from the Department and are represented on our state highway map.

Byways in Georgia

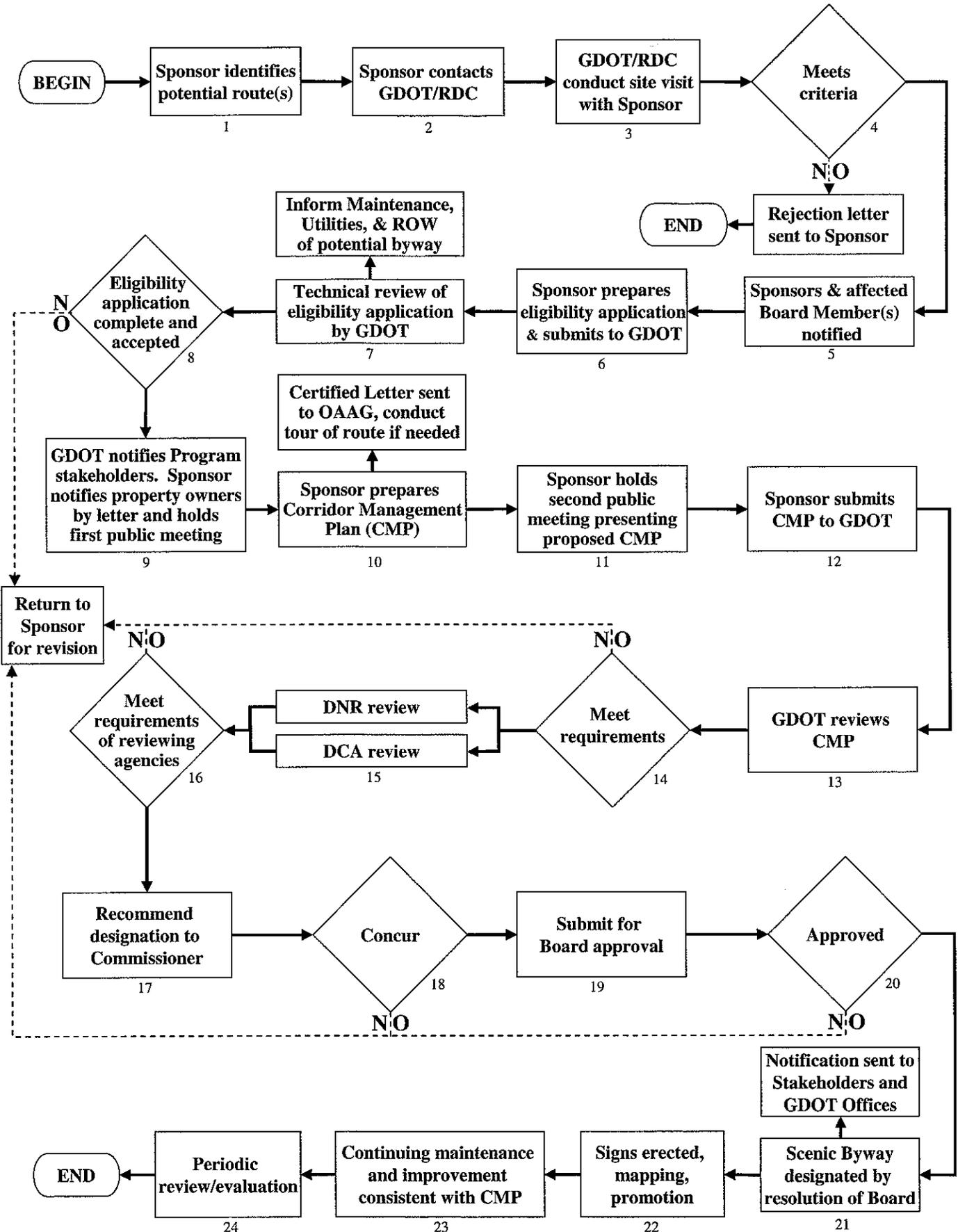
Currently, there are seven designated Georgia Scenic Byways:

- The Altamaha Historic Scenic Byway explores the rich history, culture, and natural environments of the marshes of coastal Georgia.
- The Ridge and Valley Scenic Byway runs through the Chattahoochee National Forest in northwest Georgia and highlights the fertile mountain valleys of the region.
- The South Fulton Scenic Byway is just a short drive from downtown Atlanta, but offers a glimpse into the rural past of the metropolitan area.
- The Monticello Crossroads Scenic Byway in Jasper County travels through rolling farmland and historic town of Monticello.
- The Russell-Brasstown National Scenic Byway, near the town of Helen, loops through the Blue Ridge Mountains of northeast Georgia, including the state's highest peak, Brasstown Bald. A U.S. Forest Service Scenic Byway and Georgia Scenic Byway, this route was designated a National Scenic Byway by the U.S. Department of Transportation in June 2000.
- The Historic Piedmont Scenic Byway begins at the Rock Hawk effigy, built by Native Americans thousands of years ago, and travels to Glen Mary Plantation and other antebellum homes. This route reveals a region of Georgia that is rich in historic and cultural qualities.
- The Cohutta-Chattahoochee Scenic Byway offers breathtaking views of the Cohutta Mountains and quiet county roads into the Chattahoochee National Forest.

Benefits of a Georgia Scenic Byway

- INCREASED TOURISM OPPORTUNITIES
- INCREASED SMALL BUSINESS AND JOB OPPORTUNITIES
- MORE BUSINESSES AND JOBS MEANS INCREASED TAX BASE POTENTIAL
- INCREASED NATURAL AND HISTORIC RESOURCE PROTECTION

GEORGIA SCENIC BYWAY DESIGNATION PROCESS



OCMULGEE-PIEDMONT SCENIC BY-WAY

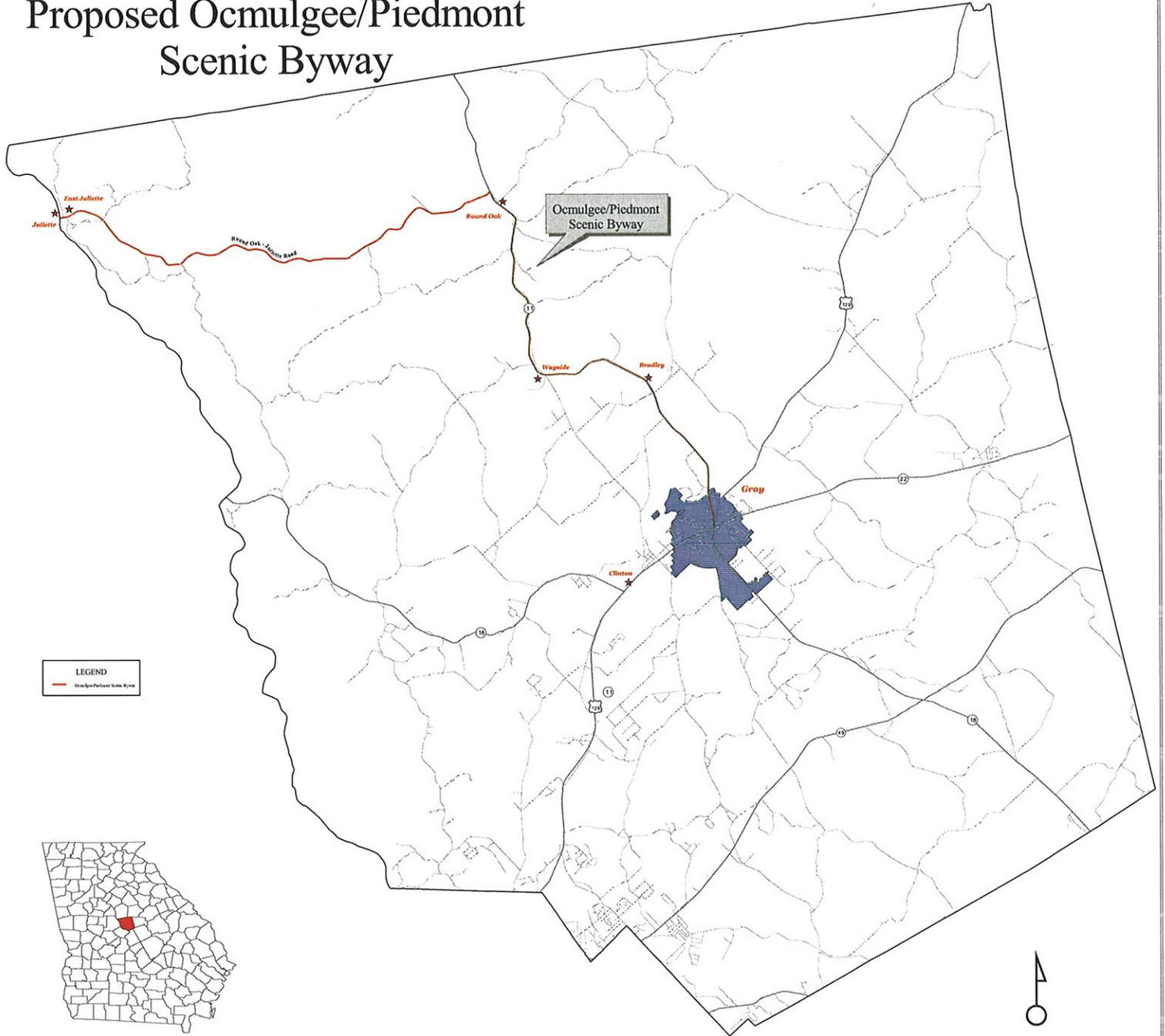
VISION STATEMENT

TO PRESERVE THE SCENIC, NATURAL, HISTORIC, CULTURAL, ARCHEOLOGICAL AND RECREATIONAL QUALITIES, WHILE PROMOTING THE TOURISM AND ECONOMIC DEVELOPMENT OPPORTUNITIES ALONG THE OCMULGEE PIEDMONT SCENIC BY-WAY

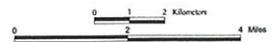
GOALS

- **To preserve the corridor's scenic, natural, historic, cultural, archeological and recreational resources**
- **To promote the tourism and economic development opportunities of the scenic by-way**
- **To enhance the traveler's experience and enjoyment of the scenic by-way's intrinsic qualities**

Jones County Proposed Ocmulgee/Piedmont Scenic Byway



LEGEND
— Ocmulgee/Piedmont Scenic Byway



Public hearing set on Scenic Byway

DEBBIE LURIE-SMITH

A public hearing has been set for next month to answer questions about the Historic Ocmulgee-Piedmont Scenic Byway that will be a source of pride for the community and hopefully an attraction for tourists.

The byway committee set the date of the hearing for 6 p.m., March 22 at the Jones County Civic Center auditorium. Follow-up community meetings are also scheduled for April 19 at the Tri-Community Fire House on Greene Settlement Road and April 21 at Juliette Baptist Church.

The Georgia Scenic Byways Program is a grassroots effort to identify, preserve, promote and protect treasured corridors throughout the state. A Georgia Scenic Byway is defined as any designated highway, street, road, or route which features certain intrinsic qualities that should be protected or enhanced.

Jones County made application to the program and was approved for a route that begins at the city of Gray and continues up Highway 11 to Round Oak-Juliette Road and on into East Juliette. Property owners along the route have been identified

and are urged to attend the hearings to find out if they have objections or concerns about the program, according to Sandra McKinney a member of the byways public relations subcommittee.

"Getting people on the route to agree will be a big step," Phil Clark, Senior Planner of the Middle Georgia Regional Development Center, said.

The purpose of the hearing is to explain the interest of the county in the scenic byway program. Representatives of the RDC and Georgia Department of Transportation will attend to give program details.

"Part of the Scenic Byway program is education so communities can find out what they have and why they should protect what they have," Clark commented.

Earl Colvin, a member of the Corridor Management subcommittee, had suggestions for the process.

"Piedmont is such a treasure, so much beautiful history," he said. "We need to figure out how to address some spots that need to be cleaned up and work with the railroad to get them involved.

"We have a lot of stuff to offer,

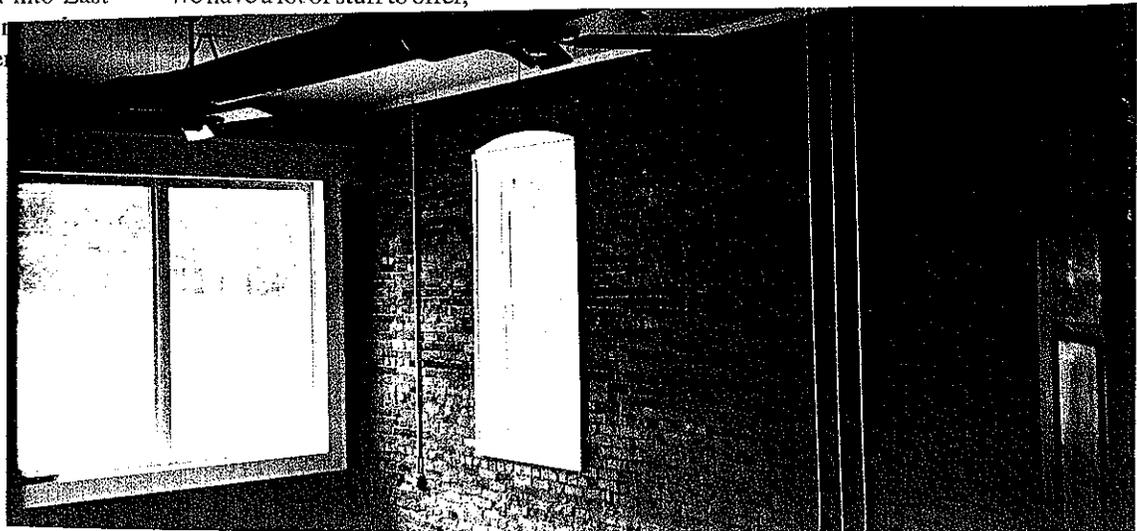
Local campus offering computer classes

Central Georgia Technical College will be offering Introduction to Personal Computer Classes at the Jones County Civic Center. Class dates are: Morning classes Monday and Wednesday, 9-11 a.m. starting April 6; night classes every Monday night, 6-9:30 p.m. starting April 11. The cost is \$15. For more information, call 986-2209.

The Jones County News
Thursday, March 3, 2005

Bluegrass Show set here March 19

The Bluegrass Show is coming again this year on March 19 in the auditorium of the Jones County Civic Center, featuring the Blinky Moon Boys and Redline Express. Call the Chamber office for more info, 986-1123



Scenic Byways hearing held

DEBBIE LURIE-SMITH

The first public hearing for a project to increase tourism in Jones County while preserving natural and historic resources was held last week.

The benefits of a proposed Ocumulgee/Piedmont Scenic Byway that begins at the depot in the city of Gray, continues up Highway 11 to Round Oak - Juliette Road and on into East Juliette to the Ocumulgee River were explained to a group of about 35 March 22.

Follow-up hearings are scheduled April 19 at the Tri-Community Fire House on Greene Settlement Road and April 21 at Juliette Baptist Church.

Jones County/Gray Chamber of Commerce Executive Director Sandra McKinney and Rural Development Center (RDC) Senior Planner Phil Clark gave attendees an overall view of the state and national program, and its possible benefits to the community.

McKinney began by detailing the success of the county's neighbors. Monticello received a \$680,000 grant from the program.

"One of the big benefits of these grants is that they have to be spent on the scenic byway," she pointed out.

The Georgia Scenic Byways Program is a grassroots effort to identify, preserve, promote and protect treasured corridors throughout the state. A Georgia Scenic Byway is defined as any designate highway, street, road,

or route which features certain intrinsic qualities that should be protected or enhanced. Scenic, historic, natural, archeological, cultural or recreational qualities give the byway its character and appeal.

McKinney said Jones County began the application process in 2001 and was ultimately approved for a route in 2003. That approval means the county is eligible to submit a corridor management plan, the next step in the designation process.

"We hired the Yeager Company to help us, and we rode all over Jones County," she recalled. "We thought we would be able to choose which route we wanted, but when the report came back, we were told there was only one route in Jones County that came close to meeting the criteria."

The director said the Highway 11 route is the county's one shot at a scenic byway. The RDC assisted the county with the

application and has been hired to help complete the corridor management plan. Clark was brought in to write the management plan and keep the process on track.

McKinney went to the Board of Commissioners, Gray City Council, Jones County Development Authority, and Chamber of Commerce for the funds, and a group of 25 volunteers have committed to help with the project.

"The RDC has obligated to work with us until we get it," McKinney said.

The only federal requirement about the route is that no new billboards are erected.

"The rest we decide ourselves," she added. "We want as many people as possible involved, and we especially need the expertise of the people that live along the route."

Clark said there are currently seven scenic byways in the state,

and the major benefits to the areas involved is increased tourism, which adds to the local economy and preservation of the heritage of the community.

"People are willing to spend money to see how you are preserving history," Clark commented. "This gives you a greater sense of the need to protect the natural resources."

"We have a lot of work do to. Our job is to tell the story of how you are going to protect and enhance the byway. It's a long-term process and won't happen overnight."

After fielding questions from the audience about possible expenses to the landowners, McKinney renewed her invitation for them to join the byway committee.

"If you work with us on the plan, you can be sure we don't put anything on there that you don't like."



**JONES COUNTY SCENIC BY-WAYS
NOTICE TO PROPERTY OWNERS ON HIGHWAY 11,
ROUND OAK-JULIETTE ROAD, AND IN EAST
JULIETTE**

As you are aware, we have been in the process of seeking designation as a Scenic By-Way for quite a long while now. This process is very specific and intensive. The next curtail step is to seek public input, primarily from property owners along the designated route, through a public hearing.

At this hearing, a tentative set of plans and objectives will be presented. Information concerning timelines and funding opportunities will be discussed. Those in attendance will be given an opportunity to input additional ideas, seek clarification of any ideas presented, and shape the content of the Corridor Management Plan.

A successful application could lead to significant grant monies and would be used to preserve and to enhance the beauty and history of this route. Your voice is vital to a plan that represents the views of the landowners and, hopefully, the support of the application.

Please make plans to attend this important meeting. It will be held as follows:

WHEN: NOVEMBER 3, 2005 6:00 P.M.
**WHERE: CIVIC CENTER (OLD HIGH
SCHOOL AUDITORIUM)**

If you have any questions or concerns, please call (478) 986-1123.

**OCMULGEE-PIEDMONT SCENIC BYWAY
CORRIDOR MANAGEMENT PLAN
PUBLIC MEETING
November 3, 2005; 6:00 P.M.
Jones County Civic Center**

Agenda

- 1. WELCOME AND INTRODUCTIONS- Bill Mathews, Executive Director, Jones County-Gray Chamber of Commerce**
- 2. Review of Corridor Intrinsic Qualities, Corridor Management Issues and Proposed Scenic Byway Enhancement- Sandra McKinney**
- 3. “What Projects Matter to You” Survey- Members of Audience**
- 4. Next Step in CMP Process-Bill Mathews**
- 5. Questions and Answers**
- 6. Adjournment**

Scenic Byway Sign-up Sheet

Please Sign below so that we will have a record of attendance.

- 1 Mat + Paige Sires
- 2 Sue Grantham
- 3 Steve M. Hager
- 4 DOUG De LOACH
- 5 Lehman Wood
- 6 RONNIE ROLLINS
- 7 Janet Crutchfield
- 8 Charlotte Wilson
- 9 Lureal M. Gillman
- 10 Walter Goolsby Jr.
- 11 Mary Musselman
- 12 Brick Nelson
- 13 Diane D. Hill
- 14 Lyndell + Billy Moore
- 15 Miriam + Roy Land
- 16 Robin Gadsby
- 17 Janille Bridges
- 18 Betty Wilkerson
- 19 Sara Jane Moore
- 20 Benny W. Moore

Scenic Byway Sign-up Sheet

Please Sign below so that we will have a record of attendance.

1 Sperry Rollins

2 Wally Paul

3 Matthew J. [Signature]

4 Lynn & Brick Nelson

5 Philip & Wilma Stanzord

6 Peggy & Terry Daniel

7 Carol Hamilton - Add to Committee

8 Dulci Smith List

9 Joyce Conn

10 Mike & Pat Steed

11 James C. [Signature]

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Ocmulgee-Piedmont Scenic Byway

Public Meeting on Corridor Management Plan

11/03/2005

AGENDA

- Welcome
- Corridor Management Plan Components
- Corridor's Intrinsic Qualities
- Corridor Management Issues
- "What Projects Matter to You"

11/03/2005

Corridor Management Plan Components

- Identification of Intrinsic Qualities
 - What Makes the Corridor Special?
 - What Makes Corridor Worthy of Designation?
- Identification of Corridor Management Issues
 - Future development plan and zoning
 - Visual impacts
 - Scenic and historic protection
 - Traffic management
 - Road, right-of-way, and viewshed maintenance
 - Accessibility for bicycle and pedestrian traffic

11/03/2005

Corridor Management Plan Components (Con't)

- Activities Community Will Implement
 - Preserve, protect, and enhance intrinsic qualities
 - Address specific corridor management issues
 - Market byway to local residents and visitors
- Process to Obtain Input and Support of Designation
 - Property owners residing or owning businesses along corridor
 - City/County governments
 - Other key elected and appointed government officials
 - Community organizations, educational groups, and utilities

11/03/2005

Corridor's Intrinsic Qualities

- Downtown Gray
- Beautiful rural viewsheds between Gray and Bradley
- Bradley, Wayside, and Round Oak and notable turnoffs between these communities
- Piedmont National Wildlife Refuge
- East Juliette, old mill, and Ocmulgee River with nearby Jarrell Plantation and Juliette
- Railroad and Civil War history

11/03/2005

Corridor Management Issues

- Future Development Plan and Zoning
 - City of Gray
 - Commercial uses in downtown area
 - Industrial uses along the east side of Hwy. 11 and residential uses on the west side to the Jones County Government Center
 - North of Gray along Hwy 11
 - Bradley, Wayside, and Round Oak—rural residential and small amount of neighborhood commercial
 - Remainder of area is to remain agriculture/forestry with secondary residential and institutional uses
 - Round Oak-Juliette Road
 - Agricultural/forestry and conservation uses
 - East Juliette—primarily rural residential with light industrial uses near river

11/03/2005

Corridor Management Issues (Con't)

- Visual Impact
 - Litter control
 - Outside storage
 - Buffers and landscaping along designated Gateway Highways
 - Dilapidated structures
 - Signs
- Scenic and historic protection
 - Conservation and scenic easements
 - Preservation plans for Bradley, Wayside, Round Oak and East Juliette; coordination with Jones County Historic Preservation Commission
- Traffic Management
 - Hwy. 11 currently has a low volume of traffic with relatively free flow of traffic.
 - Ingress/Egress needs to be monitored carefully as development occurs in and near Gray and in the four communities to maintain a free flow of traffic; coordination with GDOT is very important.

11/05/2005

Corridor Management Issues (Con't)

- Road, Right-of-Way, and Viewshed Maintenance
 - GDOT performs several maintenance functions along Hwy. 11 and the right-of-way itself.
 - Road resurfacing
 - Weed control
 - Clip shoulders
 - Clean out pipes and ditches
 - Mowing during growing season
 - GDOT Adopt-A-Highway Program
 - Norfolk Southern Railway performs maintenance functions along its right-of way.
 - Clearing and spraying 500 feet on either side of crossings for safety purposes
 - Bushhog every four years along remainder to clear vegetation
 - Coordination with NFS for beautification at its maintenance office in Gray

11/02/2005

Corridor Management Issues (Con't)

- Bicycle/Pedestrian Accessibility
 - Limited pedestrian accessibility in and around downtown Gray
 - No bicycle facilities in Gray and along Hwy. 11 and Round Oak Juliette Road
 - Regional Bicycle/Pedestrian Plan recommends four-foot bike lane along entire byway route.
 - Bicycle/Pedestrian access should be considered when developing plans for downtown Gray, Bradley, Wayside, Round Oak, East Juliette, and the notable turn-offs.

11/03/2005

- "WHAT PROJECTS MATTER TO YOU"

11/03/2005

OCMULGEE-PIEDMONT SCENIC BYWAY

JONES COUNTY

November 3, 2005

“What Projects Matter to You? Results of Public Meeting Survey

Project	Not Important	Less Important	Important	Very Important
Prepare a byway logo, website exposure, brochures, and other publications.		14%	52%	34%
Plan special events along the byway.		17%	69%	1%
Sponsor annual clean-up events.		Less than 1%	52%	45%
Participate in the State Adopt-a-Highway Program.		24%	55%	21%
Provide consistent signage and enhanced landscaping at community entrances.		Less than 1%	45%	52%
Determine measures to protect the farmland view sheds.		Less than 1%	69%	24%
Develop preservation plans for the four communities.	Less than 1%	1%	31%	52%
Develop historic and scenic turn-offs.		Less than 1%	48%	34%
Improve and maintain historic markers.	Less than 1%	1%	24%	59%
Improvements to downtown Gray for use as byway trailhead.		1%	28%	62%
Improvements near Ocmulgee River Bridge in East Juliette.		10%	66%	17%
Promotion of history of railroad along byway.		17%	34%	34%
Promotion of Civil War history along byway.		Less than 1%	28%	55%
Marketing Consortium with other scenic byways.	Less than 1%	21%	48%	17%
Promotion of bicycle/pedestrian usage along byway.	1%	48%	24%	10%

The Jones County News

Young men shall see visions,
and old men shall dream dreams.
Where there is no vision
the people perish.

Legal Organ for Jones County and the City of Gray

This Week's News Online at jcnews.com

The human heart, at whatever age,
opens only to the heart that opens in
return. --Maria Edgeworth

Volume 111 Number 6

Thursday, October 27, 2005

50 cents

Byway meeting Nov. 3

DEBBIE LURIE-SMITH

The final phase of the process for the designation of a scenic byway in Jones County is underway, and an important meeting for the projects is scheduled for next week.

A public hearing on the proposed Ocmulgee-Piedmont Scenic Byway is scheduled for November 3 at the Jones County Civic Center Auditorium at 6 p.m.

The proposed route for the byway begins at the depot in the City of Gray, continues up Highway 11 to Round Oak-Juliette Road and on into East Juliette to the Ocmulgee River. Three public hearings were held this past Spring in the communities through which the byway will travel.

Quarterly meetings of the Scenic Byways committee were held February 28, May 23, and August 22.

Sandra McKinney, retired Chamber of Commerce Executive Director, considers the project important enough to continue as its public relations chairman.

"We hope we are in our final phase," McKinney said. "We

Scenic byways

Continued from Page 1a want to report to the community what we have done."

Information from the public hearings was compiled by committee members, and they came up with projects and goals to be incorporated into the Corridor Management Plan, which is the last part of the application to the program.

"Part of the plan is to determine how to do it, how much it's going to cost and who's going to do it," she said. "What we need from the community is to find out how important these projects are to them."

McKinney said a survey will be given to attendees to be filled out as the meeting progresses.

"Not only do we want them to rate our ideas, we want to know of any other projects that they would like to see completed," she added. "From this information, we will develop a five-year plan which will include short-term and ongoing goals."

The Georgia Scenic Byways Program is a community-driven effort which seeks to preserve this legacy of treasured places in a way that enhances economic development.

A Georgia Scenic Byway is defined as any designated highway, street, road, or route, which features certain intrinsic qualities that should be protected or enhanced. Currently, seven corridors have achieved Georgia Scenic Byways status as designated by the Georgia Department of Transportation.

The National Scenic Byways Program was created

by Congress in 1991. Georgia is among 38 states that have established statewide scenic byway programs. Once a road is named a Georgia Scenic Byway, it becomes eligible to be nominated to the federal program.

Contributions from Gray City Council, Jones County Board of Commissioners, Gray/Jones County Chamber of Commerce and Development Authority made it possible to hire the Middle Georgia Regional Development Center (RDC) to complete the Corridor Management Plan.

Phil Clark of the RDC has been with the project since its beginning. He said the Jones County corridor is blessed with many outstanding intrinsic qualities: Transformation of downtown Gray as a result of streetscape and building façade improvements gives a great first impression to the traveler; leaving Gray there are those beautiful rural view sheds leading into Bradley; Bradley, Wayside and Round Oak offer outstanding potential benefits to the byway; with a good preservation plan and the tools to implement this plan, the historic and cultural qualities these communities possess will be greatly enhanced, and their character will be preserved and protected for generations.

Clark explained that between these three communities there are several notable turn-offs that possess important historic, cultural and scenic qualities, and with the proper planning could be greatly enhanced and make

the traveler's experience even more enjoyable.

He also pointed out that Piedmont National Wildlife Refuge, East Juliette, the old mill, and the Ocmulgee River along with the nearby Jarrell Plantation and Juliette with their cultural, historic, natural and scenic and recreational qualities provides the byway with a noteworthy terminus point.

The November 3 meeting will summarize what the Ocmulgee-Piedmont Scenic Byway Committee has accomplished since the last set of public meetings.

"The intent is to have little talk from the speakers and more interaction with the audience," Clark said. "The bottom line is that this is the community's scenic byway, but, more importantly, it is the byway of those who live and work in this corridor.

"In the first set of meetings, they voiced their support for the concept, now in this meeting, we want to hear for them on how the byway can be transformed to an outstanding asset for both the community and for an area that they have grown to love and cherish and want others to love and cherish also."

McKinney said the Corridor Management Plan will be submitted by December 30, and she hopes the county byway will be approved by Spring.

"This should be our last public hearing," she commented. "There have been a lot of steps in the process; this has been a longtime coming."

**MORE SCENIC
BYWAYS PAGE 3A**

APPENDIX 4

LETTERS OF SUPPORT

CECIL STATON
District 18
P. O. Box 26427
Macon, Georgia 31221
Tel: (478) 757-0983
Fax: (478) 757-1305

320-B Legislative Office Building
18 Capitol Square, SW
Atlanta, Georgia 30334
Tel: (404) 656-5039
Fax: (404) 463-1386

E-mail: cstaton@legis.state.ga.us



COMMITTEES:

Ex-Officio, Appropriations
Secretary, Higher Education
Secretary, Veterans and Military Affairs
Science and Technology
Transportation

The State Senate
Atlanta, Georgia 30334

Commissioner Harold Linnenkohl
Georgia Department of Transportation
Two Capitol Square SW
Atlanta, GA 30334

December 5, 2005

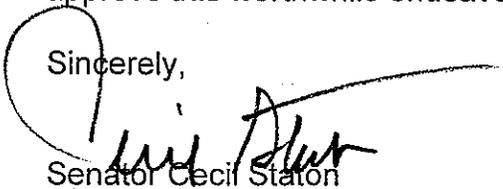
Dear Commissioner Linnenkohl:

This is a letter in support for the designation of the Jones County Ocmulgee-Piedmont Scenic Byway. The route begins in downtown Gray and proceeds north on Highway 11 through Bradley, Wayside, and Round Oak to the Juliette-Round Oak Road, through the Piedmont Wildlife Refuge to the Ocmulgee River.

Jones County has been striving since 2000 to attain Georgia Scenic Byway designation. Community leaders, business supporters, and volunteers, as well as the Jones County/Gray Chamber of Commerce and the Development Authority of Jones County, have shown a great deal of support to the process. Now, the Corridor Management Plan containing nears completion and submission is anticipated by the end of this year.

Please accept this letter as my endorsement to these Jones County efforts to secure designation at a Georgia Scenic Byway and my request that DOT approve this worthwhile endeavor.

Sincerely,


Senator Cecil Staton

JOHNNY GRANT
District 25
P. O. Box 1458
Milledgeville, Georgia 31059
Tel (478) 451-7234



COMMITTEES:
Chairman, State Institutions and Property
Appropriations
Health and Human Services
State and Local Governmental Operations

321 - A Legislative Office Building
18 Capitol Square, SW
Atlanta, Georgia 30334
Tel (404) 656-0082
Fax: (404) 657-3248

The State Senate
Atlanta, Georgia 30334

E-mail: sengrant@alltel.net

December 5, 2005

Commissioner Harold Linnenkohl
Georgia Department of Transportation
Two Capitol Square, SW
Atlanta, GA 30334

Dear Commissioner Linnenkohl:

As Jones County nears completion of its application process for the designation of the Jones County Ocmulgee-Piedmont Scenic Byway, I wish to add my support and endorsement of the project. Jones County has been striving since 2000 to attain Georgia Scenic Byway designation.

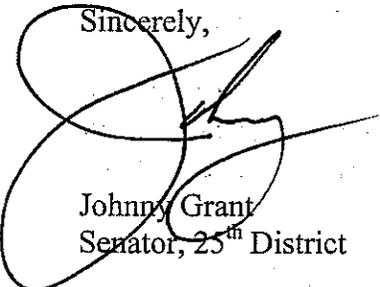
Much support through community leaders, business supporters, and volunteers, as well as the Jones County/Gray Chamber of Commerce and the Development Authority of Jones County, has been indicated. Now, the Corridor Management Plan nears completion which the committee plans to submit by the end of the year.

The exact route begins in downtown Gray and proceeds north on Highway 11 through Bradley, Wayside, and Round Oak to the Juliette-Round Oak Road, through the Piedmont Wildlife Refuge to the Ocmulgee River.

I request positive consideration of this proposal which would open new economic development possibilities for the area and have major significance to our State by preserving the past, enhancing the present, and enriching the future of this area.

Thank you for your favorable consideration of this matter.

Sincerely,


Johnny Grant
Senator, 25th District



House of Representatives

ALLEN G. FREEMAN
REPRESENTATIVE, DISTRICT 140
195 WALDENWOODS DRIVE
MACON, GEORGIA 31216
(478) 781-0195 (H)
E-MAIL: afreeman@Legis.state.ga.us

LEGISLATIVE OFFICE BUILDING, ROOM 501
ATLANTA, GEORGIA 30334
(404) 656-0177

STANDING
COMMITTEES:

DEFENSE & VETERAN AFFAIRS - SECRETARY
ECONOMIC DEVELOPMENT & TOURISM
REGULATED INDUSTRIES

November 15, 2005

Honorable Harold Linnenkohl, Commissioner
Georgia Department of Transportation
Two Capitol Square SW
Atlanta, Georgia 30334

Dear Commissioner Linnenkohl:

I am pleased to offer this letter supporting the designation of the Jones County Ocmulgee-Piedmont Scenic Byway. Jones County has been striving to attain Georgia Scenic Byway designation since 2000. The exact route begins in downtown Gray and proceeds north on Highway 11 through Bradley, Wayside, and Round Oak to the Juliette-Round Oak Road, through the Piedmont Wildlife refuge to the Ocmulgee River.

Community leaders, business supporters, and volunteers, as well as the Jones County/Gray Chamber of Commerce and the Development Authority of Jones County, have shown a great deal of support for the process and project. Now the Corridor Management Plan nears completion and submission is anticipated by the end of this year. There are plans for many improvements along the route, with an ultimate goal of a park on the Ocmulgee River.

The purpose of this letter is to fully endorse the Jones County efforts and to urge DOT approval designating this route as a Georgia Scenic Route. If I can be of service to you or furnish further information concerning this project, please do not hesitate to contact me.

Sincerely,

Allen G. Freeman
State Representative
District 140

cc: Jones County/Gray Chamber of Commerce



House of Representatives

JIM COLE
REPRESENTATIVE, DISTRICT 125
P.O. BOX 787
FORSYTH, GEORGIA 31029
(478) 994-8674 (H)
E-MAIL: Jcole@legis.state.ga.us

LEGISLATIVE OFFICE BUILDING, SUITE 401-B
ATLANTA, GEORGIA 30334
(404) 656-0152
(404) 651-8086 (FAX)

STANDING
COMMITTEES:
STATE INSTITUTIONS AND PROPERTY,
VICE CHAIRMAN
NATURAL RESOURCES AND ENVIRONMENT
PUBLIC SAFETY

November 28, 2005

Commissioner Harold Linnenkohl
Georgia Department of Transportation
Two Capitol Square SW
Atlanta, GA 30334

Dear Commissioner Linnenkohl:

The purpose of this letter is to express my strong support for the request to designate the Ocmulgee Piedmont Scenic Byway. The exact route begins in downtown Gray and proceeds north on Highway 11 through Bradley, Wayside, and Round Oak to the Juliette-Round Oak Road, through the Piedmont Wildlife Refuge to the Ocmulgee River.

The project seeking this designation has been in progress for approximately five years with the support of community leaders, business supporters, and volunteers, as well as the Jones County/Gray Chamber of Commerce and the Development Authority of Jones County. Now, the Corridor Management Plan containing the plans for enhancing and protecting the scenic rural character of the route is expected for completion by the end of 2005.

I endorse this project because of the effect that this historic project will serve to preserving the past, enhancing the present, and enriching the future of Jones County, middle Georgia, and the state. Please do not hesitate to contact me if I may be of further assistance to you. I look forward to hearing from you very soon and thank you for your very valuable time.

Sincerely,

Jim Cole



Department of Veterans Service
Mloyd Veterans Memorial Building
Atlanta, Georgia
30334

PETER WHEELER
COMMISSIONER
(404) 656-2300
FAX (404) 656-7006

VETERANS SERVICE BOARD
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PAT PHILLIPS, MEMBER, BLAIRSVILLE

November 14, 2005

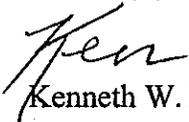
Commissioner Harold Linnenkohl
Georgia Department of Transportation
Two Capitol Square SW
Atlanta, GA 30334

Dear Commissioner Linnenkohl:

Jones County has been striving since 2000 to attain Georgia Scenic Byway designation. The exact route begins in downtown Gray and proceeds north on Highway 11 through Bradley, Wayside, and Round Oak to the Juliette-Round Oak Road, through the Piedmont Wildlife Refuge to the Ocmulgee River. Community leaders, business supporters, and volunteers, in addition to the Jones County/Gray Chamber of Commerce and the Development Authority of Jones County, have shown a great deal of support to the process as the Corridor Management Plan nears completion.

I have been aware and supportive of the progress made during this time. The purpose of this letter is to endorse the Jones County efforts and urge DOT approval designating this route as a Georgia Scenic Byway.

Sincerely yours,


Kenneth W. Birdsong

*Harold, I hope things all are well with
D.O.T., the best Agency in Georgia. You are
doing a great job. Ken*



Georgia Civil War Heritage Trails®

A Grass Roots, Nonprofit, Tax-Exempt Corporation

Linking Historic Education with Economic Development

December 6, 2005

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Steven W. Longcrier (ex-officio)

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Sabra Gertsch, Phoenix, AZ

Gary Mathews, Albany

Nancy R. Tarbutton, Sandersville

Honorable Michael L. Thurmond,
Georgia Commissioner of Labor

Susan W. Vaughn, Conyers

Post Office Box 1864
Evans, Georgia 30809
706-868-8403
www.gcwht.org

The Honorable Harold Linnenkohl, Commissioner
Georgia Department of Transportation
Two Capitol Square, SW
Atlanta, Georgia 30334

Dear Commissioner Linnenkohl,

I am writing to express my strong support in favor of the application to designate the "Ocmulgee Piedmont Scenic Byway" through portions of Jones County. This route begins in downtown Gray and proceeds north on Georgia Highway 11 through the communities of Bradley, Wayside, and Round Oak to the Juliette-Round Oak Road, then west through the Piedmont National Wildlife Refuge to the Ocmulgee River.

This route has major historical significance in that during the American Civil War several major events occurred that impacted both Georgia's and America's course. In July 1864 one of the largest cavalry battles of the entire war, the Battle of Sunshine Church, was fought along the route of present-day Highway 11 just south of Round Oak. This Confederate victory saved the City of Macon, plus several nearby communities, from capture and possible destruction. Then in November 1864 much of the Union army led by General William T. Sherman marched along the route of present-day Highway 11, while other units marched through portions of what are now the Oconee National Forest and the Piedmont National Wildlife Refuge. Every one of the communities along this proposed scenic byway was impacted by "Sherman's March to the Sea", although several Civil War era structures are still in existence.

Therefore, I most heartily endorse this project because of the positive effect it will have on helping to preserve this area's historic past, while enhancing the present, and enriching the future of Jones County, of Middle Georgia, and of our entire state. Please give this application your most favorable consideration. Thank you very much!

Respectfully yours,

Steven W. Longcrier
Executive Director

June 15, 2005

TO WHOM IT MAY CONCERN

Subject: Ocmulgee Piedmont Scenic Byway

The Jones County/Gray Chamber of Commerce has strongly supported the designation of a Georgia Scenic Byway within Jones County since 2001. The proposed route begins in downtown Gray and proceeds along GA Highway 11 through Bradley, Wayside and Round Oak, turns onto the Juliette-Round Oak Road through Piedmont National Wildlife Refuge and East Juliette to the Ocmulgee River. This route is very representative of almost 200 years of Jones County's growth, and this designation would provide a means for maintaining and enhancing the intrinsic qualities of the route.

The Chamber Board of Directors has identified assistance in achieving this designation as a major goal within its program of work for the past five years, and has made both financial, office service, and leadership commitments to the effort.

The Board feels that not only will the designation provide the potential for economic growth through tourism and business growth, but also for smart growth by helping to maintain the rural integrity of the county.

On behalf of the Chamber I request positive consideration for the approval of the Corridor Management Plan and designation as a Georgia Scenic Byway for the Ocmulgee-Piedmont Scenic Byway.

Sincerely,

Alvin Adams
Chairman
Board of Directors

November 26, 2005

To Whom It May Concern:

This is to let you know that we are in complete support of the proposed scenic byway along Highway #11 and the Round Oak to Juliette Road in Jones County. We, as property owners along this route will welcome the increased participation of interested citizens to beautify this proposed project.

We feel that this will build more community pride in our county as well as increase economic growth, as the tourist trade should increase. Visitors to Jones County will be given an opportunity to view the unspoiled beauty of our county on a very nice road.

Please know that we are in favor of this most worthy undertaking.

Sincerely,



Two handwritten signatures in cursive script. The top signature reads "Ronnie Rellens" and the bottom signature reads "Steve Rellens".

November 26, 2005

To Whom It May Concern:

This is to let you know that we are in complete support of the proposed scenic byway along Highway #11 and the Round Oak to Juliette Road in Jones County. We, as property owners along this route will welcome the increased participation of interested citizens to beautify this proposed project.

We feel that this will build more community pride in our county as well as increase economic growth, as the tourist trade should increase. Visitors to Jones County will be given an opportunity to view the unspoiled beauty of our county on a very nice road.

Please know that we are in favor of this most worthy undertaking.

Sincerely,

Quincy S. Zandle
Bruce Zandle (SSZ)

November 26, 2005

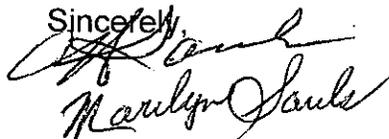
To Whom It May Concern:

This is to let you know that we are in complete support of the proposed scenic byway along Highway #11 and the Round Oak to Juliette Road in Jones County. We, as property owners along this route will welcome the increased participation of interested citizens to beautify this proposed project.

We feel that this will build more community pride in our county as well as increase economic growth, as the tourist trade should increase. Visitors to Jones County will be given an opportunity to view the unspoiled beauty of our county on a very nice road.

Please know that we are in favor of this most worthy undertaking.

Sincerely,

Handwritten signatures of Clark and Marilyn Sauls. The signature for Clark is written above the signature for Marilyn.

Clark and Marilyn Sauls

November 26, 2005

To Whom It May Concern:

This is to let you know that we are in complete support of the proposed scenic byway along Highway #11 and the Round Oak to Juliette Road in Jones County. We, as property owners along this route will welcome the increased participation of interested citizens to beautify this proposed project.

We feel that this will build more community pride in our county as well as increase economic growth, as the tourist trade should increase. Visitors to Jones County will be given an opportunity to view the unspoiled beauty of our county on a very nice road.

Please know that we are in favor of this most worthy undertaking.

Sincerely,

A handwritten signature in cursive script that reads "Janelle Bridges". The signature is written in black ink and is positioned to the right of the word "Sincerely,".

Alford and Janelle Bridges

MEMBERS
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Mayor Pro-Tem

David Tufts
District 1

Benny Gray, Jr.
District 2

Terrell Fulford
District 3

Ronnie M. Miller
District 4

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Jason E. Briley, Mayor

P. O. Box 443

Gray, Georgia 31032

(478) 986-5433 Fax (478) 986-6675

Billy O. Bagwell
Chief of Police

Allan K. Green
Emergency Mgmt Dir.

Loretta Lipsey
City Clerk

Joan W. Harris
City Attorney

Decius T. Aaron
City Superintendent

Lewis J. Patterson
City Court Judge

Edward S. Smith
Fire Chief

February 11, 2002

Marta Rosen
GDOT, Office of Planning
#2 Capitol Square
Atlanta, GA 30334

Dear Ms. Rosen:

I am beginning my second term as Mayor of the City of Gray. In that short period of time, we have experienced tremendous growth both in the City of Gray and Jones County. If not handled correctly this type of construction has a way of obliterating history.

Therefore, on behalf of the City of Gray, I would like to submit this letter of support for the proposed byway plan that was presented to city officials on July 2, 2001 by Chamber of Commerce Director Sandra McKinney. This Ocmulgee-Piedmont Scenic Byway which will begin in Gray at the train depot and continue into Jones County on GA 11 for 21 miles will help preserve the historic, scenic, natural, cultural, archaeological, and recreational values that are being lost all over the state.

Sincerely,

THE CITY OF GRAY



Jason E. Briley
Mayor

jeb:cmp

**SOUTHERN
LAND & LUMBER
COMPANY**



P.O. BOX 1649
GRAY, GA
31032-1649
478.986.4324
FAX
478.986.9901

July 19, 2005

To whom it may concern,

The purpose of this letter is to express my strong support for "Scenic Byway" status along the Ocmulgee-Piedmont Byway. I am the owner of several properties along this proposed route and have just finished restoring "The First Nations Bank of Jones County" which was built in 1880. This building then became the U. S. police office of Bradley, Georgia. In addition I have also restored "Slocomb's Store" where was the original General/Feed store located in Bradley. If anyone would like to visit these two recently restored buildings, please advise.

With kind personal, regards, I remain,

Sincerely,

W. W. Lucado Jr.
President



United States Department of Interior



FISH AND WILDLIFE SERVICE
Piedmont National Wildlife Refuge
718 Juliette Road
Round Oak, GA 31038
478-986-5441

February 11, 2002

Marta Rosen
GDOT
Office of Planning, #2 Capitol Square
Atlanta, GA 30334

Dear Ms. Rosen:

The Jones County/Gray Chamber of Commerce is making application for a Scenic Byway. A significant portion of the proposed Byway runs through Piedmont National Wildlife Refuge.

We have been actively working with the Chamber on this proposal and fully support their efforts. The Refuge will be protected as a forested environment for wildlife and people in perpetuity.

A Scenic Byway designation would fit well with our current and future plans.

If we can provide any information to help you, please let us know.

Sincerely,

Ronnie L. Shell
Refuge Manager



United States Department of Interior



FISH AND WILDLIFE SERVICE
Piedmont National Wildlife Refuge
718 Juliette Road
Round Oak, GA 31038
478-986-5441

February 11, 2002

Sandra McKinney
Executive Director
Jones County/Gray Chamber of Commerce
P. O. Box 686
Gray, Georgia 31032

Dear Sandra:

A letter of support for the Georgia Scenic Byway application is enclosed. Please let us know if you think we need to provide more information in it.

We are excited about the possibility. Under the Natural paragraph, the refuge is now home to 39 active groups of endangered red-cockaded woodpeckers.

Under the Historic section both the Crutchfield House and New Hope Church are listed as located in Oconee National Forest. Both of them are actually located in Piedmont National Wildlife Refuge.

You did a great job with the application. Please let us know if we can help in any other way. We look forward to working together with in the years ahead.

Sincerely,

Ronnie L. Shell
Refuge Manager



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Piedmont National Wildlife Refuge
718 Juliette Road
Round Oak, GA 31038

March 31, 2005

Sandra McKinney
Executive Director
Development Authority of Jones County
P.O. Box 686
Gray, GA 31032

Dear Ms. McKinney,

The Jones County/Gray Chamber of Commerce is making application for a proposed Ocmulgee/Piedmont Scenic Byway. Eight miles of the proposed Byway traverses through the center of the 35,000 acre Piedmont National Wildlife Refuge. The refuge is, and will be managed as remnant example of the vast forested habitats that once dominated the region.

The refuge is currently working with, and fully supports the chamber in the development of this Byway. If we can provide any additional information to help in the designation of this byway, please contact me at 478-986-5441

Sincerely

Clarke Dirks
Refuge Manager

JONES COUNTY BOARD OF COMMISSIONERS

GOVERNMENT CENTER • P.O. BOX 1359 • GRAY, GEORGIA 31032

PHONE (478) 986-6405 • FAX (478) 986-9682



LEILA LAND
CLERK OF THE BOARD/CFO

FRANK H. CHILDS, JR.
COUNTY ATTORNEY
P.O. Box 898
MACON, GA 31202-0898

PRESTON HAWKINS
CHAIRMAN

DAVID C. GAULT
VICE CHAIRMAN

LARRY CHILDS

BERT LISTON

MELL MERRITT

July 28, 2005

Marta Rosen
GDOT – Office of Planning
#2 Capitol Square
Atlanta, Georgia 30334

Dear Ms. Rosen,

The Jones County Board of Commissioners would like to convey our support of the Scenic Byway Application for the Ocmulgee-Piedmont Scenic Byway, which will be located in Jones County. The 21 mile route will take travelers from the Old Railroad Depot in downtown Gray, north on S.R. 11 through the communities of Bradley, Wayside and Round Oak. These three communities are all plentiful in History, yielding many homes of the post Civil War era.

The byway will continue on through the Piedmont Wildlife Refuge traveling along Round Oak-Juliette Road. The Piedmont Refuge offers opportunities to view wildlife and beautiful scenery unspoiled by modern civilization. The Ocmulgee-Piedmont Scenic Byway will end at the Ocmulgee River near the old mill village of East Juliette.

The route will offer a traveler the opportunity to view historical structures, see areas of archeological importance, and experience the beauty of the great natural woodland of the Piedmont. For the outdoors enthusiast, he/she will be able to walk the foot trails of the refuge, fish, hunt, or even go canoeing down the Ocmulgee River.

The Ocmulgee-Piedmont Scenic Byway will promote this route through part of Jones County as the gem that our folks know it is. This Scenic Byway will help preserve the natural beauty of our area and let those that use it know about the history that is part of Jones County. The recreational opportunities are plentiful and will become better known as the Scenic Byway becomes a part of the Scenic Byway System in Georgia that is known to tourist nation wide.

The Jones County Commissioners supports the application of the Ocmulgee-Piedmont Scenic Byway.

Sincerely,

A handwritten signature in cursive script, appearing to read "J. P. Hawkins".

J. Preston Hawkins, Chairman
Jones County Board of Commissioners

JONES COUNTY BOARD OF COMMISSIONERS

GOVERNMENT CENTER • P.O. Box 1359 • GRAY, GEORGIA 31032

PHONE (478) 986-6405 • FAX (478) 986-9682

JONESCTY@MYLINK.NET

LEILA B. SMITH
CLERK OF THE BOARD

FRANK H. CHILDS, JR.
COUNTY ATTORNEY
P.O. Box 898
MACON, GA 31202-0898



G.B. MOORE, III
CHAIRMAN

DAVID C. GAULT
VICE CHAIRMAN

J.A. ANDREWS, JR.

LARRY CHILDS

TIM S. DAY

February 14, 2002

Marta Rosen
Ga. DOT - Office of Planning
#2 Capitol Square,
Atlanta, Georgia 30334

Dear Ms. Rosen:

The Jones County Commissioners wish to express our support of the Scenic Byway Application for the Ocmulgee-Piedmont Scenic Byway, which will be located in Jones County. The 21-mile route will take travelers from the Old Railroad Depot in downtown Gray, north on Ga. Hwy 11 through the communities of Bradley, Wayside and Round Oak. These three communities all abound in History, yielding many homes of the post Civil War era.

The byway will continue on through the Piedmont Wildlife Refuge traveling along Round Oak-Juliette Road. The Piedmont Refuge offers opportunities to view wildlife and beautiful scenery unspoiled by modern civilization. The Ocmulgee-Piedmont Scenic Byway will end at the Ocmulgee River near the old mill village of East Juliette.

The route will offer a traveler the opportunity to view historical structures, see areas of archeological importance, and experience the beauty of the great natural woodland of the Piedmont. For the outdoors enthusiast, he will be able to walk the foot trails of the refuge, fish, hunt, or even go canoeing down the Ocmulgee.

The Ocmulgee-Piedmont Scenic Byway will promote this route through part of Jones County as the gem that our homefolks know it is. This Scenic Byway will help preserve the natural beauty of our area and let those that use it know about the history that is part of Jones County. The recreational opportunities abound and will become better known as the scenic byway becomes a part of the scenic byway system in Georgia that is known to tourist nation wide.

The Jones County Board of Commissioners supports the application of the Ocmulgee-Piedmont Scenic Byway.

Sincerely,

G.B. Moore, III, Chairman
Jones County Commission

August 28, 2005

TO WHOM IT MAY CONCERN:

FROM: WOODMEN OF THE WORLD LODGE 358 - ROUND OAK, GA.

SUBJECT: Support of the Jones County Ocmulgee-Piedmont Scenic
Byway

This letter is written in support of the Ocmulgee-Piedmont Byway for Georgia Highway 11 through the Piedmont National Wildlife Refuge to Juliette and Ocmulgee River that is proposed for Jones County.

As a community partner, we are delighted to be a part of this exciting effort. Please accept this letter as our lodge's commitment to the actualization of the Ocmulgee-Piedmont Scenic Byway endeavor.

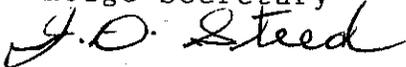
We are very appreciative of the time devoted by the Scenic Byway Committee for this project.

WOODMEN OF THE WORLD LODGE 358

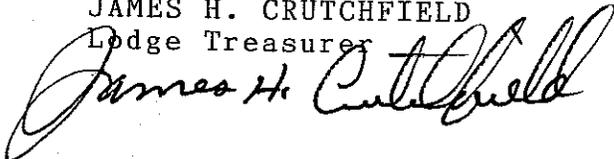
CHARLOTTE WILSON
Lodge President



J. D. STEED
Lodge Secretary



JAMES H. CRUTCHFIELD
Lodge Treasurer



August 28, 2005

TO: TO WHOM IT MAY CONCERN

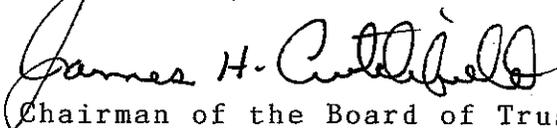
FROM: SUNSHINE UNITED METHODIST CHURCH, ROUND OAK, GA. 31038

SUBJECT: Letter of Support for Jones County's Scenic Byway

We, the Sunshine United Methodist Church congregation, are pleased to endorse the Jones County Scenic Byway, which will include our community. The creation of interest in our community as well as our neighboring communities of the unique history of each, which will benefit all of us, both economically and culturally. This project will be a great benefit to the entire county promoting the protection of our natural and historical heritage.

We feel this is a very important project for Jones County's future.

Respectfully,

A handwritten signature in cursive script, appearing to read "James H. Cuthbert".

Chairman of the Board of Trustees

SUNSHINE UNITED METHODIST CHURCH CONGREGATION - ROUND OAK, GA. -
IN SUPPORT OF THE JONES COUNTY SCENIC BYWAY ROUTE.

Cipferd G. Jackson

Mary S. Filla

Janet Crutchfield

Brenda McCallum

Pat Steed

Nolly Skibert

Maria Gordon

Mary Steed

Bill Fisher

Mal Steed

SUNSHINE UNITED METHODIST CHURCH CONGREGATION - ROUND OAK, GA. -
IN SUPPORT OF THE JONES COUNTY SCENIC BYWAY ROUTE.

Mary Musselman
Pat Jackson
Mary Lois Jackson
Nell King
Julie Bailey
Gamine Alton
Younger Bailey
Bud W. Johnson
Shell Crutchfield
Audrea Crutchfield
Charles Dillman

W.G. Steeg
Ann Steed
Marie Gordon
Ray Johnson
Renee Wilson

June 509
General M. Gillman
Keith Wilson
Luke McElhaneey
Ann Cameron
Darrell Cameron
Margaret Greene
Steve Crutchfield
James H. Crutchfield
John Crutchfield
John Hayes
James J. Huckeba
Michael C. Johnson

August 20, 2005

TO: Executive Director
Jones County-Gray Chamber of Commerce

SUBJECT: Ocmulgee-Piedmont Scenic Byway Supporter

I am pleased to write this letter of support of the efforts to establish a historic Scenic Byway through Jones County.

The route easily fulfills the requirements of DOT, and I hope the Corridor Management Plan will be accepted so that Ga. Highway 11 from downtown Gray to the Ocmulgee River in Juliette can be protected and enhanced for generations of Georgians to come.

This project will be a great benefit to the entire county and its small communities, in addition to promoting the protection of our natural and historical heritage.

Respectfully

Charlotte Wilson

CHARLOTTE WILSON
Retired Clerk - Jones County Board of Commissioners

JONES COUNTY BOARD OF COMMISSIONERS

GOVERNMENT CENTER • P.O. BOX 1359 • GRAY, GEORGIA 31032

PHONE (478) 986-6405 • FAX (478) 986-9682



LEILA LAND
CLERK OF THE BOARD/CFO

FRANK H. CHILDS, JR.
COUNTY ATTORNEY
P.O. Box 898
MACON, GA 31202-0898

PRESTON HAWKINS
CHAIRMAN

DAVID C. GAULT
VICE CHAIRMAN

LARRY CHILDS

BERT LISTON

MELL MERRITT

August 26, 2005

TO: To Whom It May Concern:

SUBJECT: Letter of Support for the Jones County Scenic Byway

It is a pleasure to offer a letter of support for the Jones County Scenic Byway, which I am the District Commissioner for this area. The important work that the byway committee has undertaken will preserve the natural beauty of the route up Highway 11 through the Piedmont to the Ocmulgee River. This will create interest in each community and the unique history which all will benefit both economically and culturally.

I feel the Scenic Byway will be good for the future of Jones County.

Yours truly,

JONES CO. DISTRICT 1 COMMISSIONER


LARRY CHILDS

JONES COUNTY BOARD OF COMMISSIONERS

GOVERNMENT CENTER • P.O. Box 1359 • GRAY, GEORGIA 31032

PHONE (478) 986-6405 • FAX (478) 986-9682



LEILA LAND
CLERK OF THE BOARD/CFO

FRANK H. CHILDS, JR.
COUNTY ATTORNEY
P.O. Box 898
MACON, GA 31202-0898

PRESTON HAWKINS
CHAIRMAN

DAVID C. GAULT
VICE CHAIRMAN

LARRY CHILDS

BERT LISTON

MELL MERRITT

August 26, 2005

TO: TO WHOM IT MAY CONCERN:

SUBJECT: Letter of Support for the Jones County Scenic Byway

I want to strongly endorse the effort to obtain the Scenic Byway designation for Georgia Highway 11 and Round Oak-Juliette Road through the Piedmont Wildlife National Refuge to the Ocmulgee River. This project will be a great benefit to the entire county in addition to promoting the protection of the natural and historical heritage of each community.

I am very appreciative of the time devoted to this special project and without a doubt Jones County will benefit greatly from this designation.

Yours truly,

JONES COUNTY COMMISSIONER DISTRICT 2

DAVID GAULT



Jones County Emergency Management Agency

CIVIL DEFENSE, FIRE & RESCUE SERVICE

OFFICE: INDUSTRIAL BLVD., GA HWY. 11



Allan K. Green, Director
PHONE 478/986-6672

POST OFFICE BOX 237
GRAY, GEORGIA 31032

Bobby Coulter
Deputy Director

August 26, 2005

To: Executive Director
Jones County Chamber of Commerce

Subject: Support for the Ocmulgee-Piedmont Scenic Byway

This letter is to confirm the support of the Jones County Fire and Rescue Agency for the Ocmulgee-Piedmont Scenic Byway.

On behalf of this agency of volunteers, I can offer our strong endorsement for creating the Scenic Byway along Highway 11, through the Piedmont National Wildlife Refuge and Juliette to the Ocmulgee River. Creating interest in our county and small communities along Highway 11 with their unique history will benefit all of us, both economically and culturally.

Respectfully,

Allan K. Green
Director/Fire Chief
Jones County EMA/Fire & Rescue



DIST. 5 JONES CO. VOLUNTEER FIRE DEPT.

CHIEF JAMES CRUTCHFIELD • 2273 MONTICELLO HWY. ROUND OAK, GA. 31038, 478-986-3645

August 29, 2005

To Whom It May Concern:

Subject: Scenic Byway Jones County

It is a pleasure to offer a letter of support for the Jones County Ocmulgee-Piedmont Scenic Byway. The important work that the byway committee has undertaken will preserve the natural beauty and the historical importance of the area that runs up State Highway 11 from Gray to the Round Oak- Juliette Road through the Piedmont and Juliette to the Ocmulgee River as a Scenic Byway.

On behalf of District Five Jones County Fire Department, I want to convey our endorsement of the effort to obtain designation for the Jones County Ocmulgee-Piedmont Scenic Byway. We believe the Byway will be good for the future of the county.

Yours truly,

James H. Crutchfield
Chief, Dist. 5 Fire Dept.
Jones County



September 6, 2005

Dear Mr. Mathews,

It is a pleasure to offer a letter of support for the Jones County Ocmulgee-Piedmont Scenic Byway. The Keep Jones Beautiful Commission endorses this effort to preserve the natural beauty of this route. It is a worthwhile project that will promote an appreciation of natural and historical assets within our community and across the state of Georgia. The time and attention both you and the by-way committee have devoted to this project is appreciated.

Sincerely,

Tammy Brittain

Tammy Brittain
Executive Director
Keep Jones Beautiful Commission

WHITE'S CHAPEL A.M.E. CHURCH
Old Hwy. 11
Round Oak, Georgia, 31038

SUBJECT: Support of the Ocmulgee-Piedmont Scenic Byway

TO WHOM IT MAY CONCERN:

On behalf of White's Chapel A.M.E. Church congregation, we offer our strong endorsement for creating a Scenic Byway along Ga. Highway 11, through the Piedmont National Wildlife Refuge and Juliette to the Ocmulgee River.

As a community partner, we are delighted to be a part of this exciting effort.

Respectfully,



Pastor

WHITE'S CHAPEL A.M.E. CHURCH CONGREGATION IN SUPPORT OF THE JONES COUNTY SCENIC BYWAY ROUTE.

Louise Grady

Sam L. Rice

Nellie Johnson

Carl Roberts

Kenneth L. Sank

Juda S. Thurman

Bessie Grant

Neal Sands

Richard Sands

Robert C. ...

Lucille Williams

Katiana Rice

Shirley Rice

Janet Crosser

Reverend Book

Charles J. Cook

Antony Book

Dorothy Wynn

John ...

Miss E. Brynne

Walter ...

Jones County Chamber of Commerce
Scenic Byway Committee

August 25, 2005

It is my understanding that the Scenic Byway Committee of Jones County and the Jones County/Gray Chamber of Commerce are applying to the Georgia Department of Transportation for classification of State Highway 11 to Juliette-Round Oak Road through the Piedmont Wildlife Refuge and Juliette to the Ocmulgee River as a Scenic Byway.

On behalf of the Jones County Master Gardeners, I want to convey our endorsement of this effort. Our members have already been involved in beautification projects along State Route 11 in Gray and Round Oak; designation of this route as a Scenic Byway would encourage others to do likewise.

Paul H. Garrison, Jr.

Paul H. Garrison, Jr.
President, Jones County Master Gardeners

**ROGER AND BETTY GREENE
155 ROYAL LANE
GRAY, GA. 31032**

September 15, 2005

Executive Director
Mr. Billy Mathews
Jones County Chamber of Commerce
Gray, Ga. 31032

Dear Billy:

This letter is written in support of the Ocmulgee-Piedmont Scenic Byway for Georgia Highway 11 that is proposed for Jones County. The state has marketed successfully much of Georgia, yet the Piedmont region of the state has been largely overlooked. This area which is sometimes considered the origin of Georgia's common heritage is an excellent area to highlight with a scenic byway.

I want to convey our endorsement of the effort to obtain designation for the Jones County Ocmulgee-Piedmont Scenic Byway. We feel that this designation would be a great benefit to the entire community.

Thank you for your efforts to make this project a reality for our state and community.

Sincerely,


Roger and Betty Greene

Executive Director
Jones County/Gray Chamber of Commerce

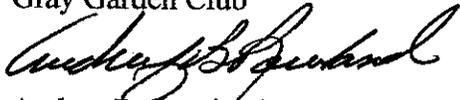
This letter is written to confirm the support of the Gray Garden Club for the Ocmulgee-Piedmont Scenic Byway.

On behalf of the members, I can offer our strong endorsement for creating a Scenic Byway along Highway 11, through the Piedmont Wildlife and Juliette to the Ocmulgee River. Creating interest in our community and its unique history will benefit all of us, both economically and culturally.

As the Byway becomes a reality, we will be glad to include the byway on the agenda of our meetings.

Thank you for all the hard work you do in improving our community in which we all live.

Gray Garden Club



Audrey B. Rowland
President

The Jones County News

P.O. Box 1538
Gray, GA. 31032
web address www.icnews.com

G.B. Moore III
Publisher
Phone 478-986-3929

Tasi Moore
Managing Editor
fax 478-986-1935

December 1, 2005

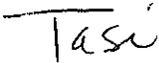
William Mathews Jr., Executive Director
Jones County Chamber of Commerce
P.O. Box 686
Gray, GA. 31032

Dear Bill,

I would like to endorse the effort of you and the Scenic Byway Committee to obtain designation for Georgia Highway 11 and the county roads leading to the Ocmulgee River. As a business owner on the route, I can envision only positive effects as the result of the Ocmulgee-Piedmont Scenic Byway designation.

This project will be a great benefit to the entire community, in addition to promoting the protection of our natural and historic heritage.

Sincerely,



Tasi Moore
Managing Editor
Jones County News

Exchange Club of Jones County
P.O. Box 722
Gray, GA. 31032

December 1, 2005

William Mathews Jr., Executive Director
Jones County Chamber of Commerce
P.O. Box 686
Gray, GA. 31032

Dear Bill,

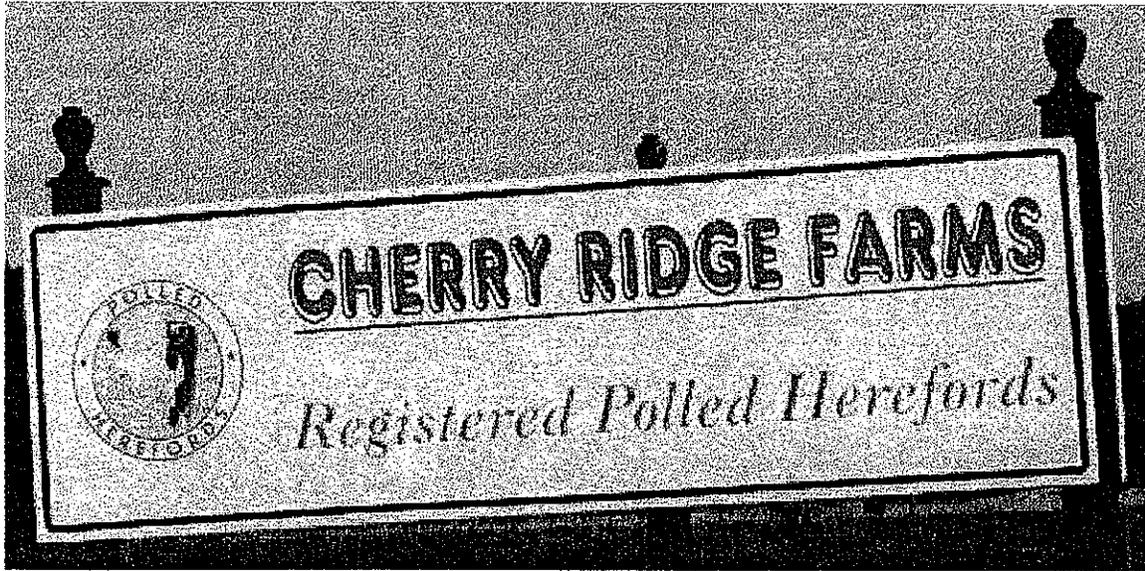
On behalf of the members of the Jones County Exchange Club, I would like to strongly endorse the creation of a Scenic Byway along Highway 11, through the Piedmont Wildlife Refuge and Juliette to the Ocmulgee River.

The Ocmulgee-Piedmont Scenic Byway will create interest in our community, and the area's unique history will benefit all of us, both economically and culturally.

Yours truly,



Pete Coon
President
Exchange Club of Jones County



CHERRY RIDGE FARMS
864 OLD HWY 11
GRAY, GEORGIA 31032

To: Executive Director, Jones County/Gray Chamber of Commerce

Subject: Letter of Support for Highway 11 Scenic Byway

On behalf of CHERRY RIDGE FARMS, I want to convey our endorsement of the efforts to obtain designation for the Jones County Ocmulgee-Piedmont Scenic Byway. We feel that this effort will enhance growth in the area while maintaining the rural integrity of the communities involved.

Sincerely

Ricky Yarbrough

Ricky Yarbrough
CHERRY RIDGE FARMS

November 29, 2005



Family Connection

November 27, 2005

**Mr. William Mathews, Executive Director
Jones County Chamber of Commerce
P.O. Box 686
161 West Clinton St.
Gray, Georgia 31032**

Dear Mr. Matthews:

It has been brought to my attention that the Scenic Byway Committee of Jones County and the Jones County/Gray Chamber of Commerce are applying to the Georgia Department of Transportation for classification of State Highway 11 to Juliette- Round Oak Road through the Piedmont and Juliette to the Ocmulgee River as a Scenic Byway.

On behalf of my collaborative, Jones County Family Connection, I wish to convey our support and endorsement of this effort. This classification will make available state and federal funds for improvement of the route; moreover, it would be a great benefit to the entire community.

If you need further information, please feel free to contact me

Sincerely,

Sheila Dobbs, Coordinator, Jones County Family Connection



Michael Pittman, Jr., Esq.
PRESIDENT

November 29, 2005

TO WHOM IT MAY CONCERN:

It is my understanding that the Scenic Byway Committee of Jones County is applying to the Georgia Department of Transportation for designation of a scenic byway through Jones County. Designation of this route from downtown Gray to the Juliette-Round Oak Road and the Ocmulgee River would enable the County to preserve and enhance the rural character of the county. It would provide an artery for securing state and federal grant funding for improvements along the route.

The goals of the CMP for the Ocmulgee Piedmont Scenic Byway are in keeping with the mission and beliefs of the Central Georgia Technical College for promoting quality growth and economic development for Jones County. Therefore, the purpose of this letter is to endorse the efforts and urge the designation of this transportation artery through Jones County as a Georgia Scenic Byway.

Sincerely,

A handwritten signature in cursive script that reads 'Francis Adams'.

Francis Adams, Director
Jones Co./Gray CGTC

OLD CLINTON HISTORICAL SOCIETY

November 17, 2005

Mr. William Mathews
Executive Director
Jones County/Gray Chamber of Commerce
Gray, GA 31032

Dear Mr. Mathews:

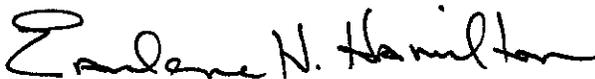
On behalf of the Old Clinton Historical Society (OCHS), I want to convey our endorsement of the effort to obtain designation for the Jones County Ocmulgee-Piedmont Scenic Byway. Creating interest in our community and its unique history will benefit us all, both economically and culturally.

The state has successfully marketed much of Georgia, yet the Piedmont Region of the state has been largely overlooked. Once the designation is approved and publicized, this stretch of highway will be sought by the rest of the state, and perhaps beyond, as a pleasing alternative to boring interstate travel. Its creation will also promote the protection of our natural and historical resources.

The route easily fulfills all of the "Six Intrinsic Qualities" required by DOT, and OCHS would also like to see the Corridor Management Plan accepted so that Georgia Highway 11 and the Juliette-Round Oak Road can be protected and enhanced for generations of Georgians to come. What a worthwhile project!

Please accept this letter as our statement of support. Your approval of the important work done by the byway committee will be most appreciated.

Sincerely,



Earlene H. Hamilton
President - OCHS

JONES COUNTY HISTORIC PRESERVATION
COMMISSION

November 17, 2005
Mr. William Mathews
Executive Director
Jones County/Gray Chamber of Commerce
Gray, GA 31032

Dear Mr. Mathews:

It is my understanding that the Scenic Byway Committee of Jones County and the Jones County/Gray Chamber of Commerce are applying to the Georgia Department of Transportation for classification of State Highway 11 to Juliette-Round Oak Road through the Piedmont and East Juliette to the Ocmulgee River as a Scenic Byway. The important work that the byway committee has undertaken will preserve the natural beauty of the route.

Scenic byways are also economic stimulators. They attract tourists and make funding for creating and expanding tourism products more accessible. Scenic byways encourage smart growth by helping maintain the rural integrity of a community while attracting business that can benefit from the increased traffic. The historic "whistle stops" along this route will add much to its "flavor" and at the same time may benefit greatly from funding that designation may open up.

On behalf of the Commission, please accept this letter as our expression of support for the byway. We feel this designation will be a great benefit for the entire community.

Sincerely,



Earlene H. Hamilton - Chairman
Jones County Historic Preservation Commission

OFFICE
986-3489
FAX
986-3475

R. N. "BUTCH" REECE
Sheriff, Jones County
P.O. Box 874
GRAY, GEORGIA 31032

JAIL
986-4992
ORI
GA0840000



December 1, 2005

TO: Executive Director
Gray-Jones County Chamber of Commerce
P. O. Box 686
Gray, GA 31032

It is a pleasure to offer a letter of support for the Jones County Ocmulgee-Piedmont-Hwy. 11 Scenic Byway. I feel that the designation of this route will be a great benefit to Jones County.

Scenic byways help maintain the rural integrity of each community and its unique history. I feel that it would attract small business that would benefit from the increase traffic in these areas; therefore, helping the county economically.

Yours truly,

A handwritten signature in cursive script that reads "Butch".

R. N. "Butch" Reece
Sheriff, Jones County



Development Authority of Jones County

P.O. Box 686
Gray, Georgia 31032
(478) 986-1123
www.jonescounty.org

June 15, 2005

TO WHOM IT MAY CONCERN

On behalf of the Development Authority of Jones County, I want to convey our endorsement of the effort to obtain Georgia Scenic Byway designation for Jones County. Our board has been supportive of the efforts to designate the route beginning in downtown Gray and proceeding along GA Highway 11 through Bradley, Wayside and Round Oak, onto the Juliette-Round Oak Road through Piedmont National Wildlife Refuge and East Juliette to the Ocmulgee River. This route easily fulfills the criteria for the six intrinsic qualities outlined by the GA DOT.

The Development Authority has demonstrated its commitment toward achieving this designation by identifying it as a specific goal within its program of work for the past four years. Also the authority has made financial commitments and leadership commitments to the effort.

The Authority feels that this designation would be an economic development tool for enhancing quality business and community growth in addition to preserving the historic significance and rural integrity of the county. On behalf of the Authority, I request positive consideration for the state designation of the Ocmulgee-Piedmont Scenic Byway.

Sincerely,

Greg Mullis, Chairman

Dear Billy,

I send a note of support for you and your scenic by way committee for your efforts to make highway 11 a scenic by way in Jones County. It is very important to preserve the special places that we have in Jones County while making improvements.

Thank you for your efforts.

Sincerely,
Carol Brittain, President
Town and Country Garden Club

November 28, 2005

BRADLEY BAPTIST CHURCH
Hwy. 11
Bradley, Georgia

SUBJECT: Support of the Ocmulgee-Piedmont-Hwy. 11 Scenic Byway
TO WHOM IT MAY CONCERN:

On behalf of Bradley Baptist Church congregation, we offer our strong endorsement for creating a Scenic Byway along Ga. Highway 11, through the Piedmont National Wildlife Refuge and Juliette to the Ocmulgee River.

As a community partner, we are delighted to be a part of this exciting effort.

Respectfully,

Steve Johnson Pastor

Ramie Miller

Ary Burns

Frank Seaw

W. H. H.

Paul Moncrief

Norm Greene

Vigil Williams

Janet J. Greene

Frances M. Thenton

David C. Gault

Shirley M. Gault

BRADLEY BAPTIST CHURCH CONGREGATION IN SUPPORT OF THE JONES
COUNTY SCENIC BYWAY ROUTE

Virginia Harris

Edley Greene

Merla Greest

Sharpe Greene

Margaret Lane Thornton

Ed Thornton

Frank Holcomb

Don Holcomb

Heta M. Harper

Barbara D. Williams

Jackie McCoach

Evelyn Collins

Patti Burns

Lisa Chewer

Marte Williams

Janney Kilpatrick

Jennifer Kern

Kim DeLong

Chap + Jennifer Nelson

Ronnie & Donna Horne

Hilda L. Miller

November 28, 2005

Executive Director, Jones County
Chamber of Commerce
Gray, GA 31032

Dear Sir

This letter is written in support of the Ocmulgee-Piedmont Scenic Byway for Georgia Highway 11 that is proposed for Jones County. The state has marketed successfully much of Georgia, yet the Piedmont region of the state has been largely overlooked. This area which is sometimes considered the origin of Georgia's common heritage is an excellent area to highlight with a scenic byway.

The route easily fulfills all the of "Six Intrinsic Qualities" required by DOT, and I hope that the Corridor Management Plan will be accepted so that Georgia Highway 11 from downtown Gray can be protected and enhanced for generations of Georgians to come.

Sincerely yours


Ms. Margie Greene

November 28, 2005

Executive Director, Jones County
Chamber of Commerce
Gray, GA 31032

Dear Sir

It is my understanding that the Scenic Byway Committee of Jones County and the Jones County/Gray Chamber of Commerce are applying to the Georgia Department of Transportation for classification of State Highway 11 to Juliette-Round Oak Road through the Piedmont and Juliette to the Ocmulgee River as a Scenic Byway. The classification will make available state and federal funds for improvement of the route.

Since scenic byways are economic stimulators, they attract tourists and make funding for creating and expanding tourism products more accessible. Scenic byways encourage smart growth by helping maintain the rural integrity of a community while attracting business that can benefit from the increased traffic.

The purpose of this letter is to endorse the application and urge your approval.

Sincerely yours

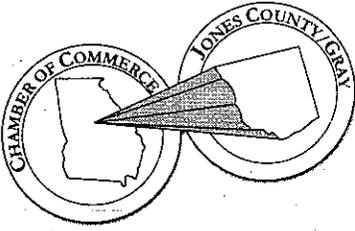


Earl Colvin, President

Jones Co. History/Heritage

APPENDIX 5

**LETTERS OF INVITATION TO
GEORGIA OUTDOOR ADVERTISING ASSOCIATION**



Jones County/Gray Chamber of Commerce

P.O. Box 686
Gray, Georgia 31032

telephone: (478) 986-1123
email: jcgchcom@jonescounty.org
website: www.jonescounty.org

March 14, 2005

Mr. Vernon Lee
Outdoor Advertising Association of Georgia
P. O. Box 801
Acworth, GA 30101

Certified Mail, Return Receipt Requested

Dear Mr. Lee:

A Scenic Byway application for Jones County has been accepted by the Georgia Department of Transportation. The potential route through Jones County, Ocmulgee-Piedmont Scenic By-Way, is State Highway 11 from downtown Gray to Round-Oak-Juliette Road. The route continues down Round Oak-Juliette Road to the Ocmulgee River at East Juliette.

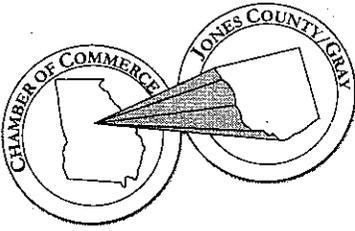
In that regard, Jones County will be holding a series of public forums which are scheduled for:

Tuesday, March 22, at 6 PM in the Jones County Civic Center in downtown Gray
Tuesday, April 19, at 6 PM in the WOW Lodge in Round Oak
Thursday, April 21, at 6 PM in the Juliette Baptist Church in East Juliette.

You, any one associated with your group, and/or any sign owner along the potential byway route are welcome to attend. Please call me if you have any questions.

Sincerely,

Sandra J. McKinney, Public Relations
Scenic Byway Committee



Jones County/Gray Chamber of Commerce

P.O. Box 686
Gray, Georgia 31032

telephone: (478) 986-1123
email: jcgchcom@jonescounty.org
website: www.jonescounty.org

March 14, 2005

Mr. Vernon Lee
Outdoor Advertising Association of Georgia
P. O. Box 801
Acworth, GA 30101

Dear Mr. Lee:

I apologize that my letter of March 14 2005 did not reach you. We sent the letter certified mail; however, so when it came back, we knew you had not received the letter as intended. I have enclosed that letter for your reference and will not repeat the information that I sent in that communication.

We have had our first public hearing to get input concerning our application for a Scenic Byway designation for Highway 11, beginning in downtown Gray and ending at the Ocmulgee River in Jones County. We have two more public hearings that we will be holding in Round Oak and Juliette next week. You or any of your organization are invited to be present at these or any follow-up meetings that we have for this purpose.

I personally talked with Ben Moye who owns Elliott Outdoor Advertising, located in Jones County. I explained our purpose and goals, and he indicated to me that he had no problem with this Scenic Byway since the proposed route is not commercial.

The upcoming public hearings are:

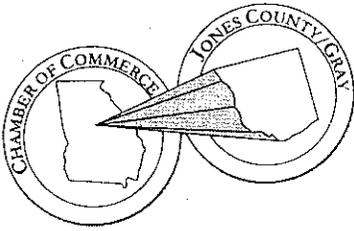
Tuesday, April 19, at 6 PM in the WOW Lodge in Round Oak

Thursday, April 21, at 6 PM in the Juliette Baptist Church in East Juliette.

If you should need additional information or clarification, please let me know. My contact information is shown above.

Sincerely,

Sandra J. McKinney, Public Relations
Scenic Byway Committee



Jones County/Gray Chamber of Commerce

P.O. Box 686
Gray, Georgia 31032

telephone: (478) 986-1123
email: jcgchcom@jonescounty.org
website: www.jonescounty.org

December 8, 2005

Vernon Lee
Outdoor Advertising Association of Georgia
P.O. Box 801
Acworth, Georgia 30101

Dear Sir:

The Scenic By-Ways Committee of the Jones County/Gray Chamber of Commerce has worked diligently for many months toward securing designation as an Official State Scenic By-Way. We are currently anticipating submission of our Corridor Management Plan in very near months to come. It is hoped that we will be fortunate enough to obtain the status by the spring of 2006

We would like to offer you an opportunity for a personal tour of the proposed route with Committee Members and Chamber staff, and to review our documentation and process. We believe that the beauty and potential of this route is best captured by first hand knowledge of its scenery, buildings, and history.

Please contact me at (478) 986-1123 or by e-mail at wmathews@jonescounty.org. We will make every effort to arrange a schedule that is suitable for you and your needs.

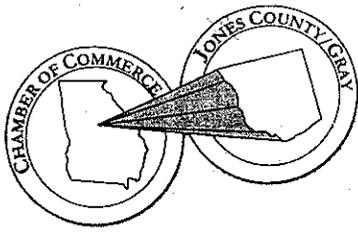
Thank you in advance for your consideration.

Sincerely,

William C. Mathews, Jr.

APPENDIX 6

**LETTERS OF INVITATION TO
GEORGIA TRANSPORTATION BOARD MEMBERS
AND
LETTERS OF SUPPORT FROM
GEORGIA TRANSPORTATION BOARD MEMBERS**



Jones County/Gray Chamber of Commerce

P.O. Box 686
Gray, Georgia 31032

telephone: (478) 986-1123
email: jcgchcom@jonescounty.org
website: www.jonescounty.org

December 8, 2005

Ward Edwards
State Transportation Board
P.O. Box 2160
Butler, Georgia 31006

Dear Sir:

The Scenic By-Ways Committee of the Jones County/Gray Chamber of Commerce has worked diligently for many months toward securing designation as an Official State Scenic By-Way. We are currently anticipating submission of our Corridor Management Plan in very near months to come. It is hoped that we will be fortunate enough to obtain the status by the spring of 2006

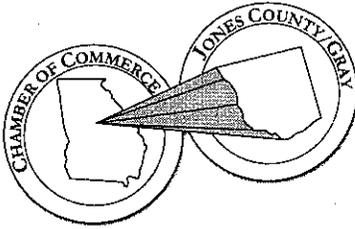
We would like to offer you an opportunity for a personal tour of the proposed route with Committee Members and Chamber staff, and to review our documentation and process. We believe that the beauty and potential of this route is best captured by first hand knowledge of its scenery, buildings, and history.

Please contact me at (478) 986-1123 or by e-mail at wmathews@jonescounty.org. We will make every effort to arrange a schedule that is suitable for you and your needs.

Thank you in advance for your consideration.

Sincerely,

William C. Mathews, Jr.



Jones County/Gray Chamber of Commerce

P.O. Box 686
Gray, Georgia 31032

telephone: (478) 986-1123
email: jcgchcom@jonescounty.org
website: www.jonescounty.org

July 6, 2005

Mr. Ward Edwards
Georgia State Transportation Board
District 3
P. O. Box 2160
Butler, GA 31006

Dear Mr. Edwards:

The Scenic Byway application for Jones County has been accepted by the Georgia Department of Transportation. Support has been established throughout the community and from the City of Gray, Jones County Board of Commissioners, the Development Authority and the Jones County/Gray Chamber of Commerce. A committee, made up of a broad cross-section of the community as well as citizens living along the route, has been formed to research, plan, and develop the Corridor Management Plan. We have met with DOT officials and have received information and consideration which have been both helpful and encouraging.

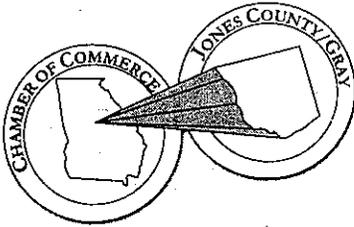
The route beginning in downtown Gray will travel through the communities of Bradley, Wayside, Round Oak, and Juliette in addition to the Piedmont Wildlife Refuge. Trails end will be at the Ocmulgee River. Three public forums have been held in communities along the route with positive response from the landowners. No negative responses have been received.

We have high hopes for enhancing this wonderful area with all its natural beauty, historical significance, and recreational potential. Our plans include developing tourism stops at the "whistle stop" communities along the trail with walking trails, side trips to historic structures and sites, and a park at the Ocmulgee River affording public accessibility.

Any support or suggestions you can give to our Ocmulgee-Piedmont Scenic Byway process will be greatly appreciated by our entire community. If you are in this area, please stop by the Chamber office for a tour.

Sincerely,

Sandra J. McKinney
Executive Director



Jones County/Gray Chamber of Commerce

P.O. Box 686
Gray, Georgia 31032

telephone: (478) 986-1123
email: jcgchcom@jonescounty.org
website: www.jonescounty.org

December 8, 2005

Sam Wellborn
State Transportation Board
10011 Chattsworth Road
Midland, Georgia 31820

Dear Sir:

The Scenic By-Ways Committee of the Jones County/Gray Chamber of Commerce has worked diligently for many months toward securing designation as an Official State Scenic By-Way. We are currently anticipating submission of our Corridor Management Plan in very near months to come. It is hoped that we will be fortunate enough to obtain the status by the spring of 2006

We would like to offer you an opportunity for a personal tour of the proposed route with Committee Members and Chamber staff, and to review our documentation and process. We believe that the beauty and potential of this route is best captured by first hand knowledge of its scenery, buildings, and history.

Please contact me at (478) 986-1123 or by e-mail at wmathews@jonescounty.org. We will make every effort to arrange a schedule that is suitable for you and your needs.

Thank you in advance for your consideration.

Sincerely,

William C. Mathews, Jr.



State Transportation Board of Georgia
Atlanta, Georgia

Ward Edwards
3RD CONGRESSIONAL DISTRICT

P. O. BOX 2160
BUTLER, GEORGIA 31006

January 10, 2006

Mr. Bill Matthews
Executive Director
Jones County/Gray Chamber of Commerce
PO Box 606
Gray, GA 31032

Dear Mr. Matthews:

It is a pleasure to offer a letter of support for your application to create a scenic byway in Jones County. Scenic byways offer a way to preserve the natural beauty of a community, and in this case, Jones County is a perfect candidate. I am impressed with the efforts you have put forth to make this designation into a reality, as I know this has been a long road for you.

On behalf of the 3rd congressional district, I endorse this scenic byway. Please call on me if I may be of further assistance in your journey to see this through. Thank you for the time, energy and strong leadership you have devoted to this endeavor.

Sincerely,

A handwritten signature in cursive script that reads "Ward Edwards".

Ward Edwards
State Transportation Board



State Transportation Board of Georgia
Atlanta, Georgia

Sam Wellborn
8TH CONGRESSIONAL DISTRICT

2110 OAK AVENUE
COLUMBUS, GEORGIA 31906
706-649-2233

January 10, 2006

Mr. Bill Matthews
Executive Director
Jones County/Gray Chamber of Commerce
PO Box 606
Gray, GA 31032

Dear Mr. Matthews:

I am writing to express my support of your application to create a scenic byway in Jones County. The natural beauty of Jones County should be preserved for future generations to enjoy. I would like to see the historical integrity of a place that is so significant to Georgia's history be treasured for years to come.

I appreciate your efforts to establish this scenic byway designation, and I look forward to seeing this scenic byway become a reality.

Sincerely,

A handwritten signature in cursive script, reading "Sam Wellborn".

Sam Wellborn
State Transportation Board

MAP 1

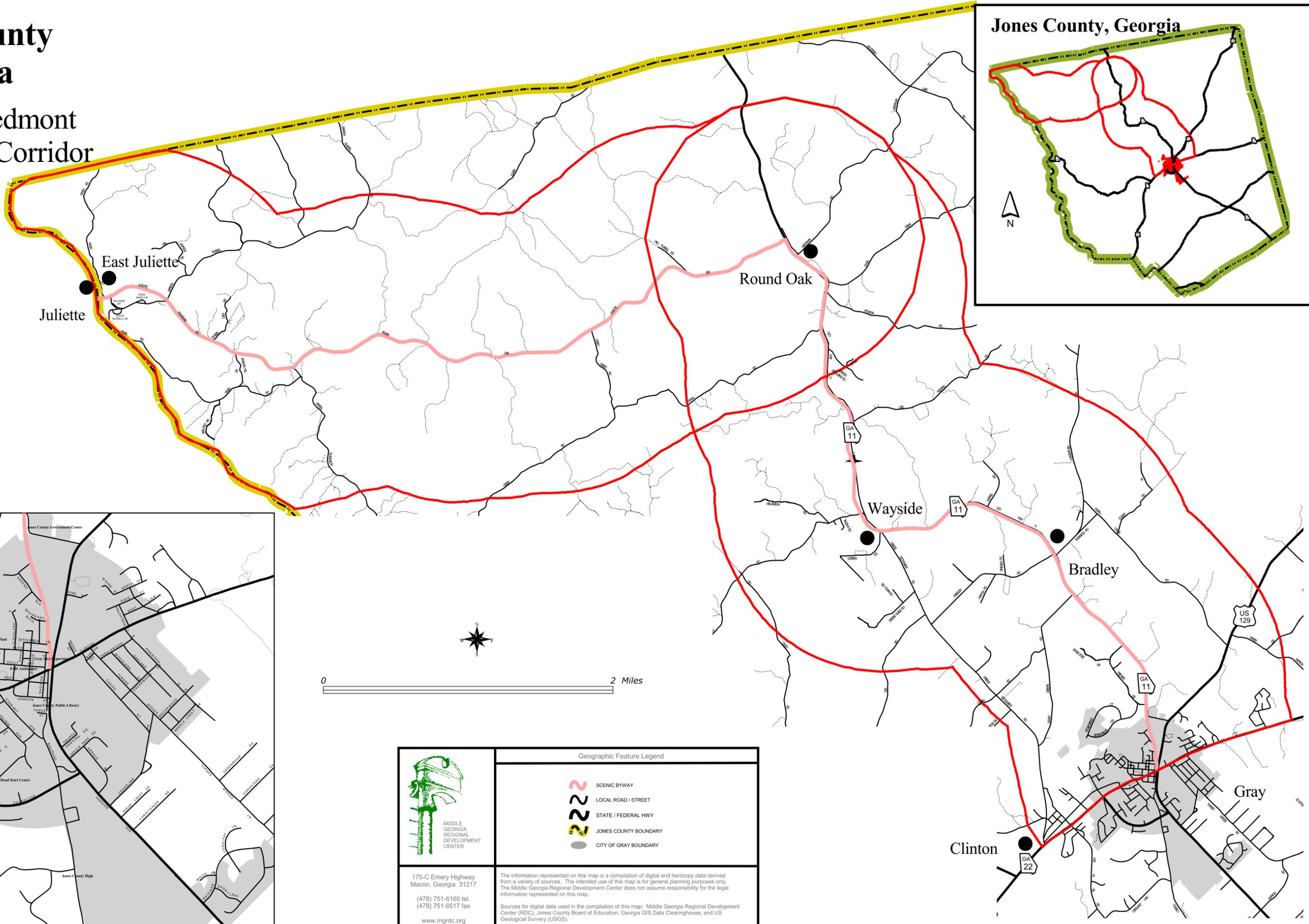
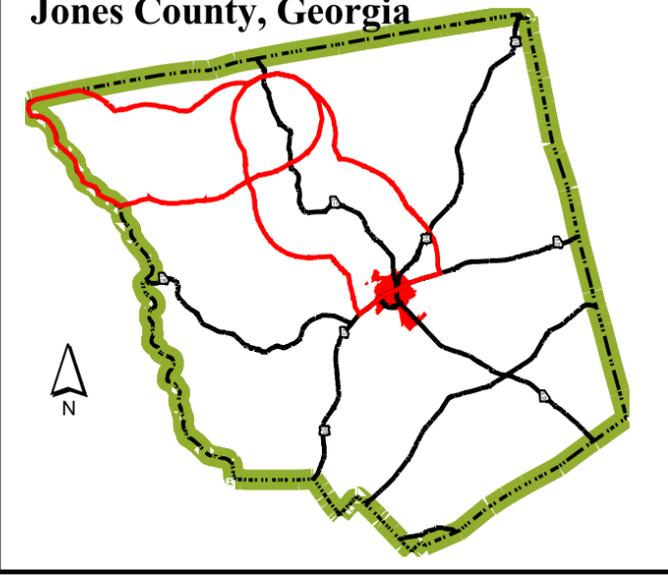
OCMULGEE-PIEDMONT SCENIC BYWAY CORRIDOR

Jones County Georgia

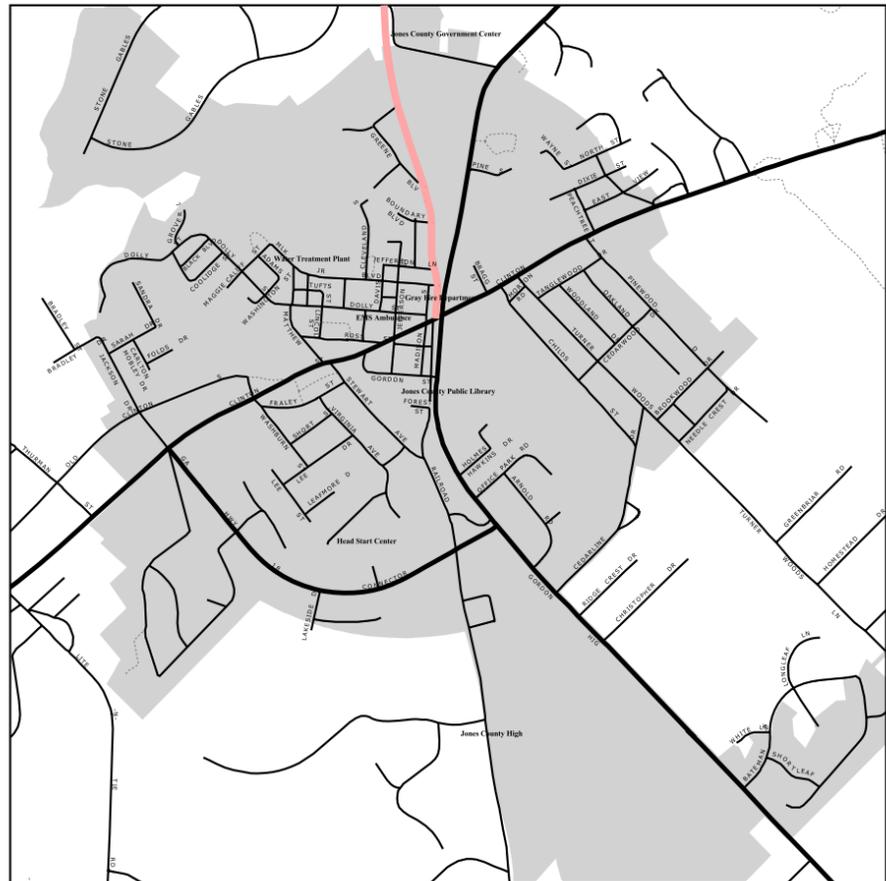
Ocmulgee-Piedmont Scenic Byway Corridor

MAP 1

Jones County, Georgia



CITY OF GRAY INSET



 <p>MIDDLE GEORGIA REGIONAL DEVELOPMENT CENTER</p>	<p>Geographic Feature Legend</p> <ul style="list-style-type: none">  SCENIC BYWAY  LOCAL ROAD / STREET  STATE / FEDERAL HWY  JONES COUNTY BOUNDARY  CITY OF GRAY BOUNDARY
	<p>175-C Emery Highway Macon, Georgia 31217 (478) 751-6160 tel. (478) 751-6517 fax www.mgrdc.org</p> <p>The information represented on this map is a compilation of digital and hardcopy data derived from a variety of sources. The intended use of this map is for general planning purposes only. The Middle Georgia Regional Development Center does not assume responsibility for the legal information represented on this map.</p> <p>Sources for digital data used in the compilation of this map: Middle Georgia Regional Development Center (RDC), Jones County Board of Education, Georgia GIS Data Clearinghouse, and US Geological Survey (USGS).</p> <p>February 24, 2004 - Middle Georgia Regional Development Center - Geographic Information System (GIS)</p>

MAP 2

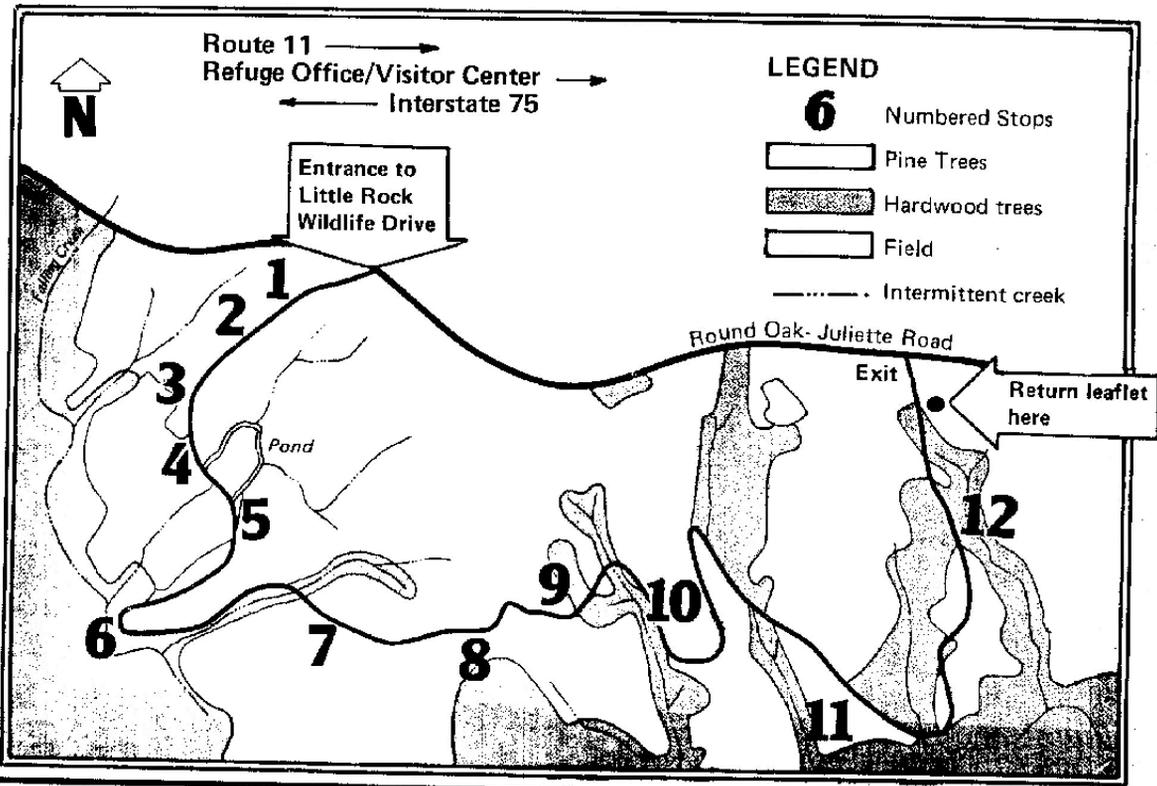
**LITTLE ROCK WILDLIFE DRIVE
PIEDMONT NATIONAL WILDLIFE REFUGE**

The Little Rock Wildlife Drive is a 6-mile auto tour route over narrow graveled roads. The portion of the refuge that this drive covers can be seen in a forest model at the refuge office/visitor center.

The road is two-way traffic to the pond, then it is one-way. Please drive only on the graveled road. The self-guided auto tour consists of a series of numbered stops along the drive corresponding to numbered paragraphs in this leaflet. You may walk around as much as you desire at each stop as long as your car does not block the road.

Remember that this is a wildlife refuge. Needlessly disturbing any wildlife, including birds, mammals, turtles, frogs, lizards, snakes, or plants is a violation of refuge regulations.

The Little Rock Wildlife Drive



**Little Rock Wildlife Drive
Piedmont National Wildlife Refuge
Round Oak-Juliette Road
Inset F**

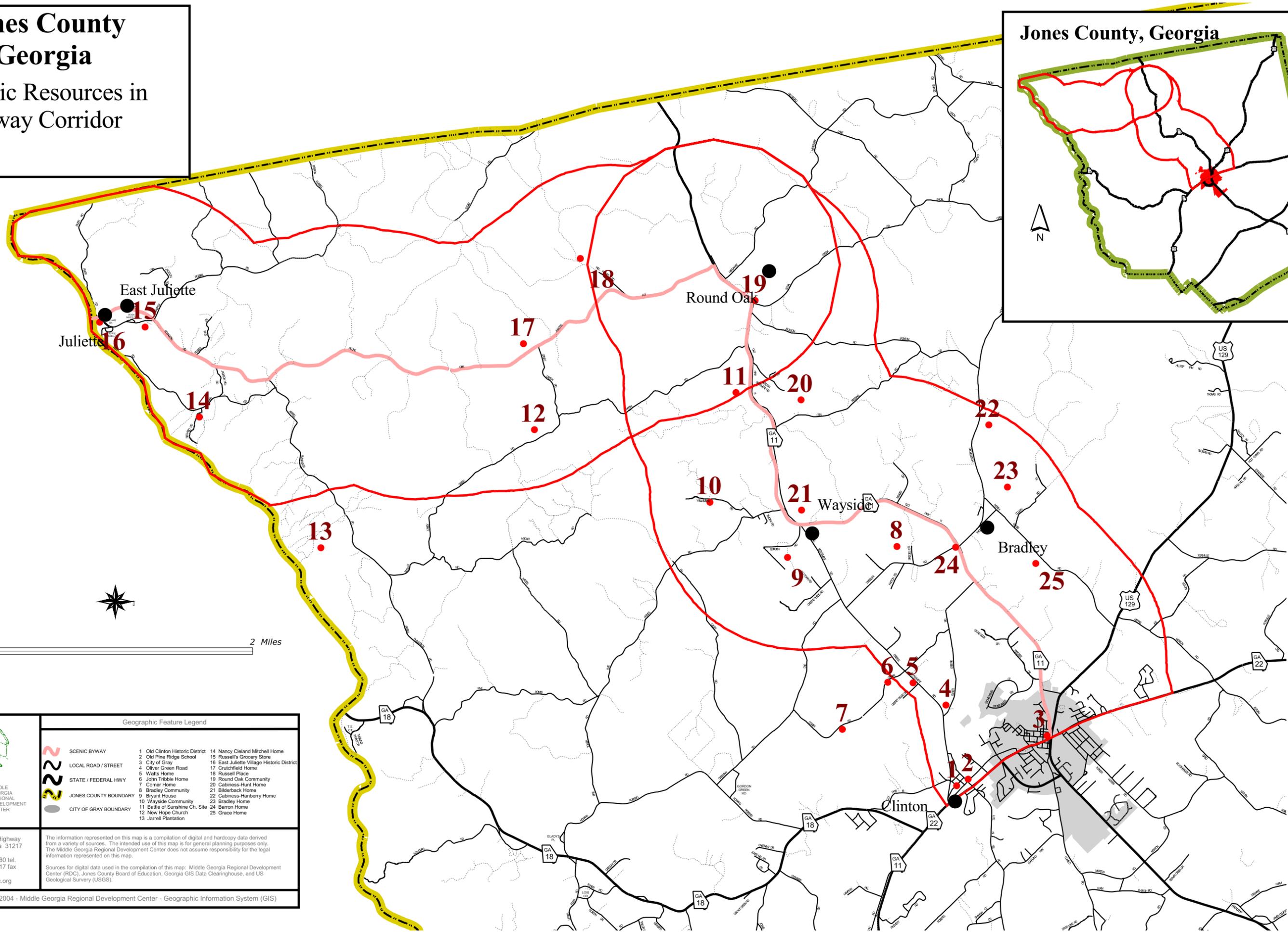
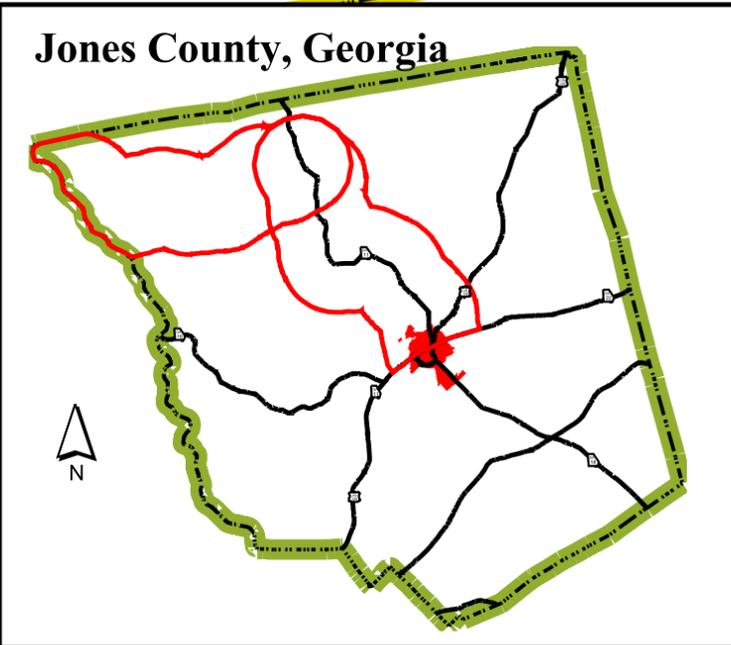
MAP 3

HISTORIC RESOURCES IN BYWAY CORRIDOR

Jones County Georgia

Historic Resources in Byway Corridor

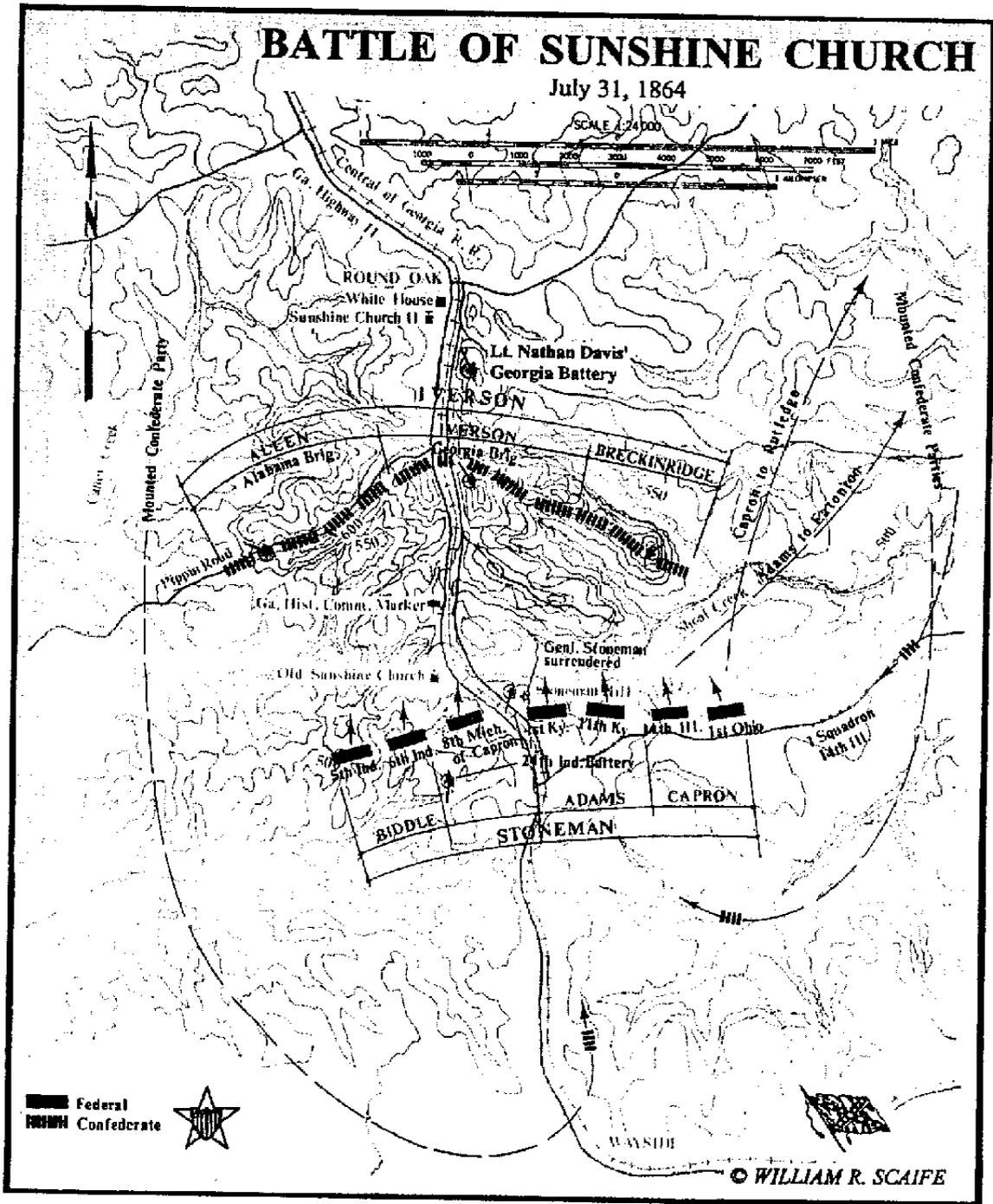
MAP 3



 <p>MIDDLE GEORGIA REGIONAL DEVELOPMENT CENTER</p>	<p>Geographic Feature Legend</p>	
	<p>222 SCENIC BYWAY</p> <p>--- LOCAL ROAD / STREET</p> <p>--- STATE / FEDERAL HWY</p> <p>--- JONES COUNTY BOUNDARY</p> <p>--- CITY OF GRAY BOUNDARY</p>	<p>1 Old Clinton Historic District</p> <p>2 Old Pine Ridge School</p> <p>3 City of Gray</p> <p>4 Oliver Green Road</p> <p>5 Watts Home</p> <p>6 John Tribble Home</p> <p>7 Corner Home</p> <p>8 Bradley Community</p> <p>9 Bryant House</p> <p>10 Wayside Community</p> <p>11 Battle of Sunshine Ch. Site</p> <p>12 New Hope Church</p> <p>13 Jarrell Plantation</p> <p>14 Nancy Cleland Mitchell Home</p> <p>15 Russell's Grocery Store</p> <p>16 East Juliette Village Historic District</p> <p>17 Crutchfield Home</p> <p>18 Russell Place</p> <p>19 Round Oak Community</p> <p>20 Cabiness-Hunt Home</p> <p>21 Bilderback Home</p> <p>22 Cabiness-Hanberry Home</p> <p>23 Bradley Home</p> <p>24 Barron Home</p> <p>25 Grace Home</p>
<p>175-C Emery Highway Macon, Georgia 31217</p> <p>(478) 751-6160 tel. (478) 751-6517 fax</p> <p>www.mgrdc.org</p>	<p>The information represented on this map is a compilation of digital and handcopy data derived from a variety of sources. The intended use of this map is for general planning purposes only. The Middle Georgia Regional Development Center does not assume responsibility for the legal information represented on this map.</p> <p>Sources for digital data used in the compilation of this map: Middle Georgia Regional Development Center (RDC), Jones County Board of Education, Georgia GIS Data Clearinghouse, and US Geological Survey (USGS).</p>	
<p>February 24, 2004 - Middle Georgia Regional Development Center - Geographic Information System (GIS)</p>		

MAP 4

BATTLE OF SUNSHINE CHURCH



Photocopied from Griswoldville by William Harris Bragg

**Piedmont-Ocmulgee Scenic Byway
Sunshine Church Battlefield
Round Oak Vicinity
Inset D**

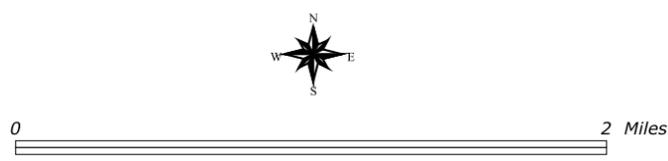
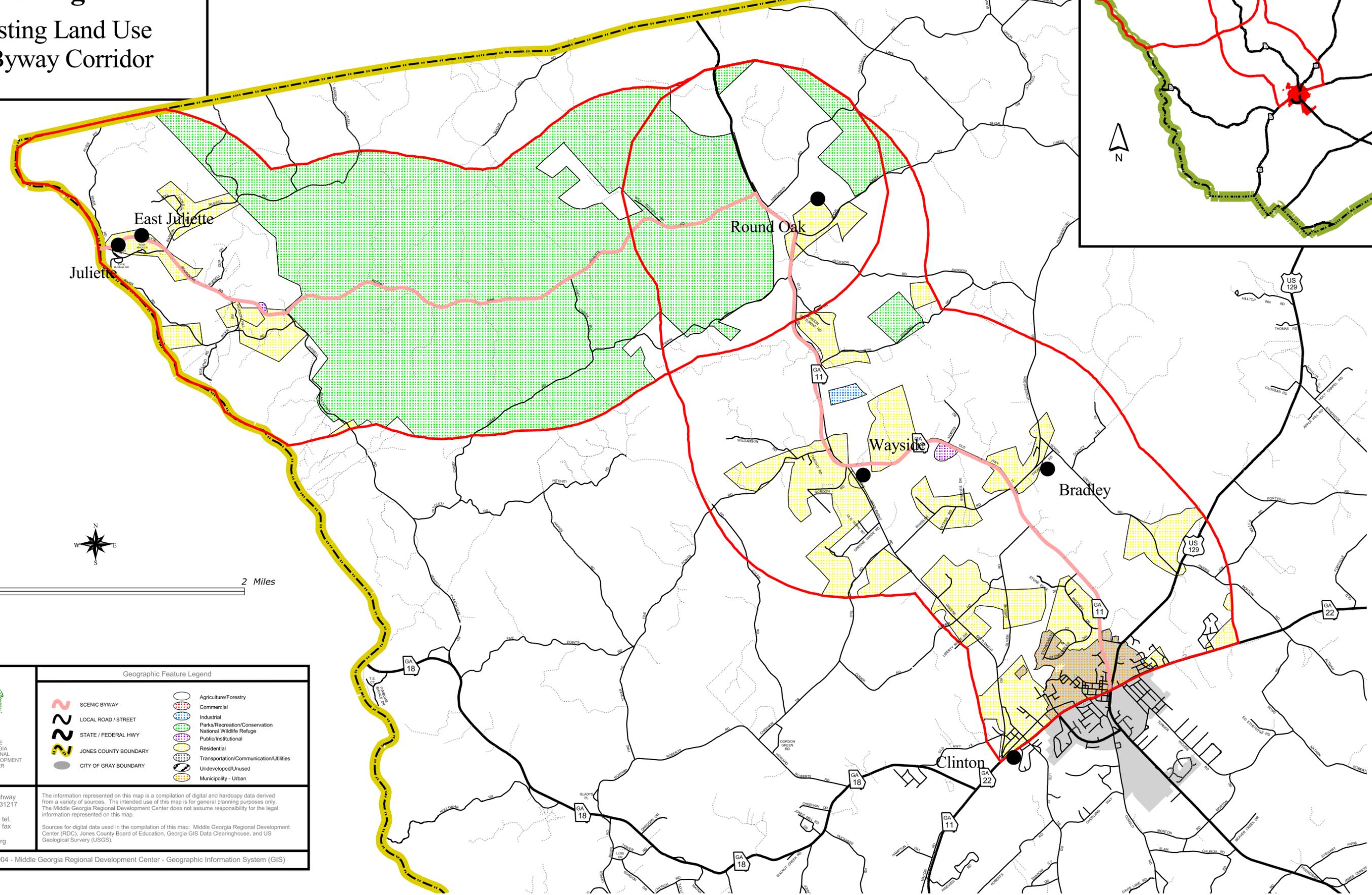
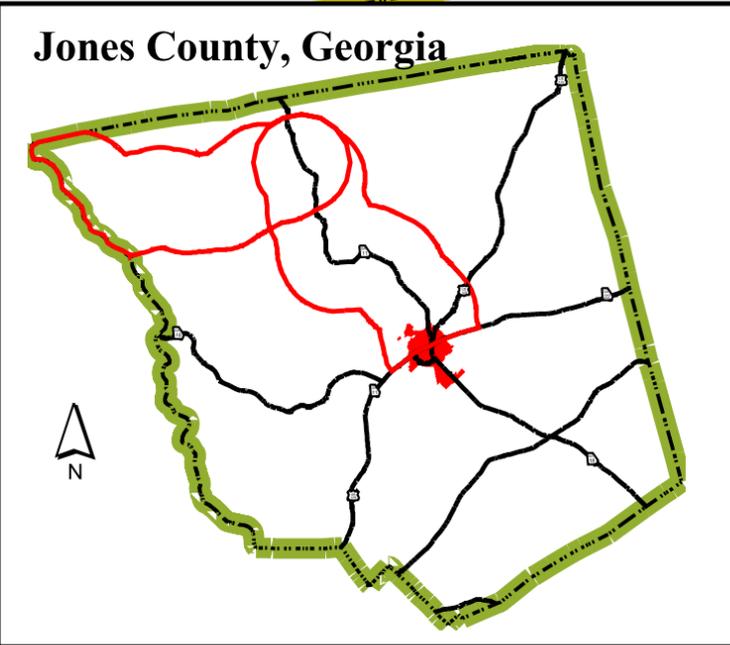
MAP 5

EXISTING LAND USES IN BYWAY CORRIDOR

Jones County Georgia

Existing Land Use
in Byway Corridor

MAP 5



 <p>MIDDLE GEORGIA REGIONAL DEVELOPMENT CENTER</p> <p>175-C Emery Highway Macon, Georgia 31217</p> <p>(478) 751-6160 tel. (478) 751-6517 fax</p> <p>www.mgrdc.org</p>	<p>Geographic Feature Legend</p>	
	<p>SCENIC BYWAY</p> <p>LOCAL ROAD / STREET</p> <p>STATE / FEDERAL HWY</p> <p>JONES COUNTY BOUNDARY</p> <p>CITY OF GRAY BOUNDARY</p>	<p>Agriculture/Forestry</p> <p>Commercial</p> <p>Industrial</p> <p>Parks/Recreation/Conservation</p> <p>National Wildlife Refuge</p> <p>Public/Institutional</p> <p>Residential</p> <p>Transportation/Communication/Utilities</p> <p>Undeveloped/Unused</p> <p>Municipality - Urban</p>
<p>The information represented on this map is a compilation of digital and hardcopy data derived from a variety of sources. The intended use of this map is for general planning purposes only. The Middle Georgia Regional Development Center (RDC), Jones County Board of Education, Georgia GIS Data Clearinghouse, and US Geological Survey (USGS).</p> <p>Sources for digital data used in the compilation of this map: Middle Georgia Regional Development Center (RDC), Jones County Board of Education, Georgia GIS Data Clearinghouse, and US Geological Survey (USGS).</p> <p>February 24, 2004 - Middle Georgia Regional Development Center - Geographic Information System (GIS)</p>		

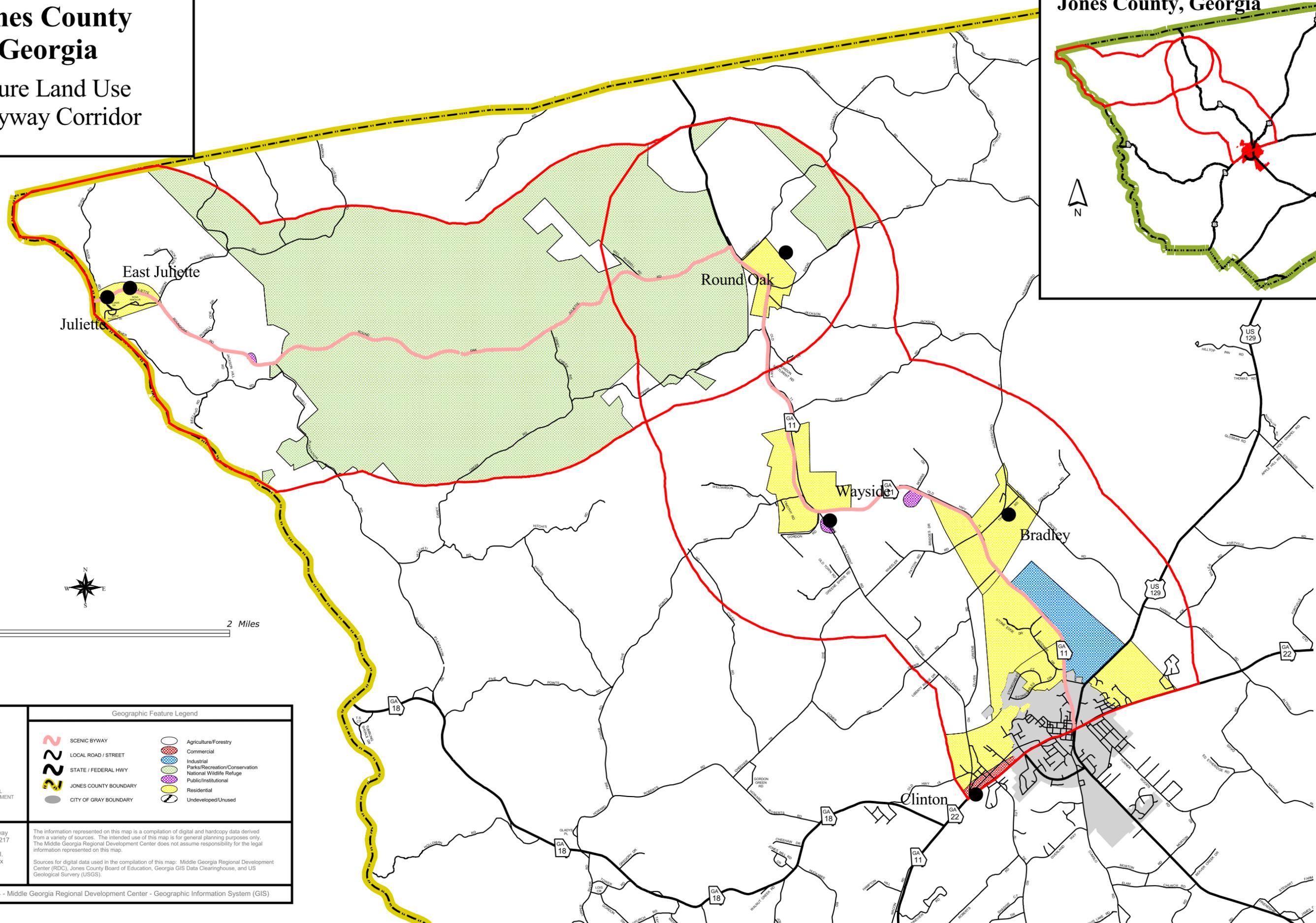
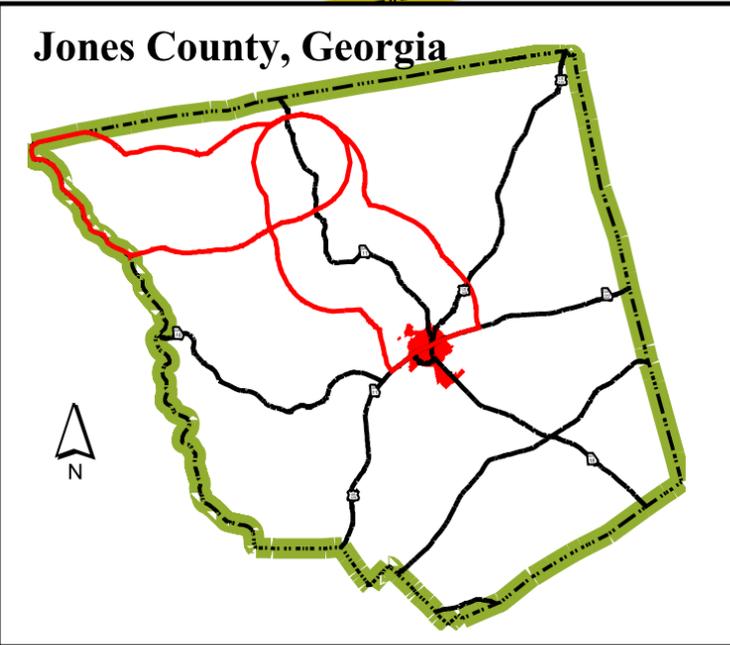
MAP 6

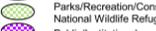
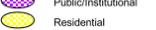
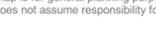
FUTURE LAND USE IN BYWAY CORRIDOR

Jones County Georgia

Future Land Use in Byway Corridor

MAP 6



 <p>MIDDLE GEORGIA REGIONAL DEVELOPMENT CENTER</p>	<p>Geographic Feature Legend</p>	
	<ul style="list-style-type: none">  SCENIC BYWAY  LOCAL ROAD / STREET  STATE / FEDERAL HWY  JONES COUNTY BOUNDARY  CITY OF GRAY BOUNDARY 	<ul style="list-style-type: none">  Agriculture/Forestry  Commercial  Industrial  Parks/Recreation/Conservation  National Wildlife Refuge  Public/Institutional  Residential  Undeveloped/Unused
<p>175-C Emery Highway Macon, Georgia 31217</p> <p>(478) 751-6160 tel. (478) 751-6517 fax www.mgrdc.org</p>	<p>The information represented on this map is a compilation of digital and hardcopy data derived from a variety of sources. The intended use of this map is for general planning purposes only. The Middle Georgia Regional Development Center (RDC) does not assume responsibility for the legal information represented on this map.</p> <p>Sources for digital data used in the compilation of this map: Middle Georgia Regional Development Center (RDC), Jones County Board of Education, Georgia GIS Data Clearinghouse, and US Geological Survey (USGS).</p>	
<p>February 24, 2004 - Middle Georgia Regional Development Center - Geographic Information System (GIS)</p>		

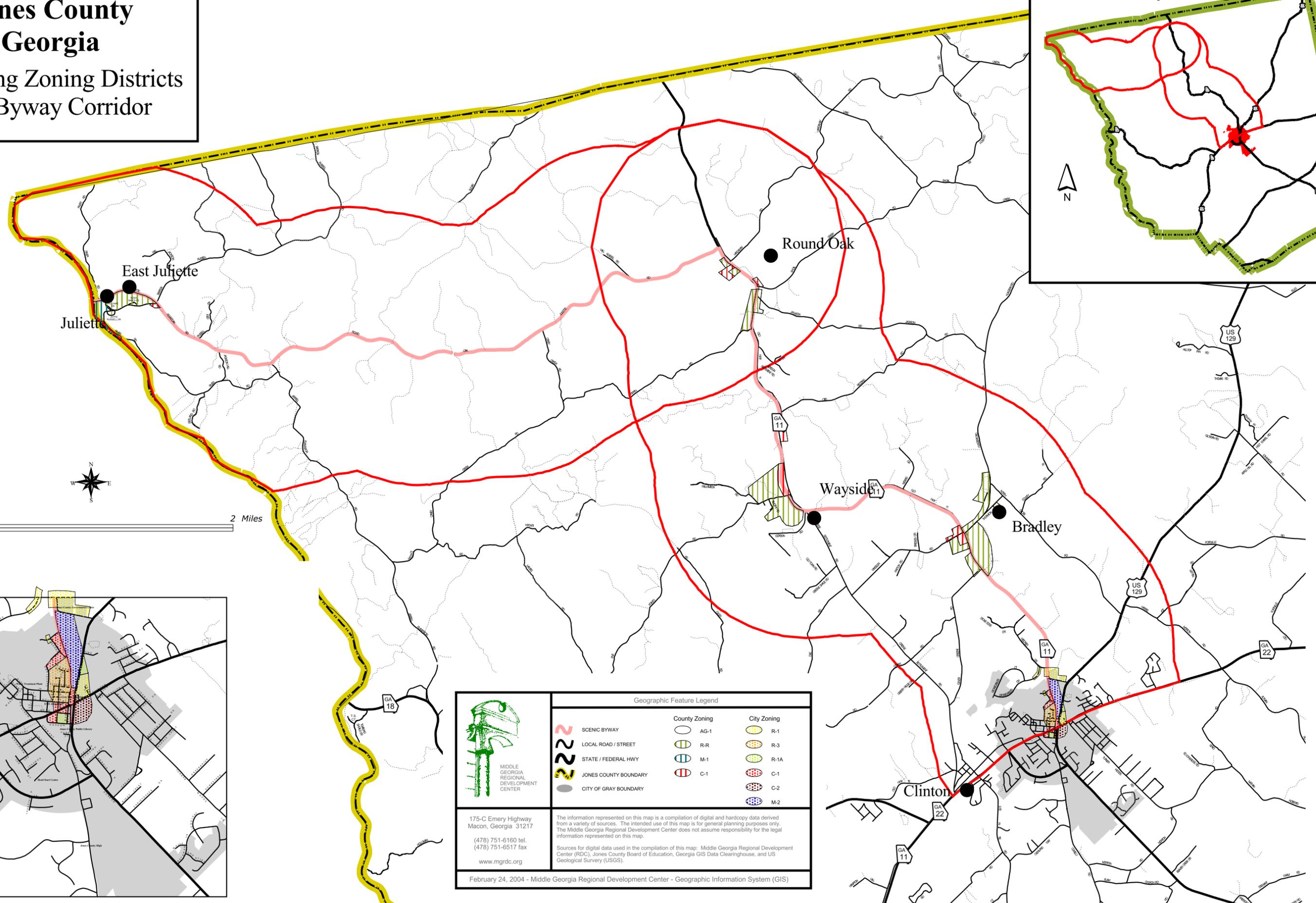
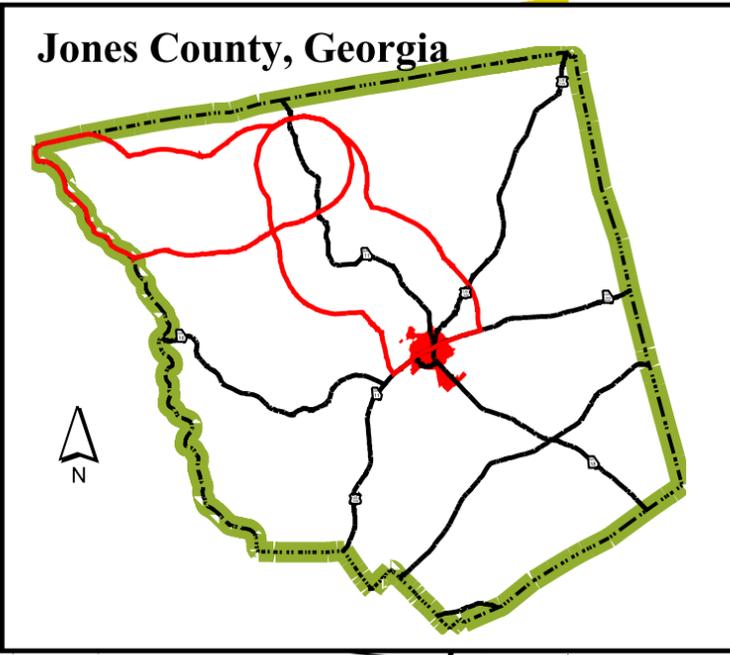
MAP 7

EXISTING ZONING DISTRICTS IN BYWAY CORRIDOR

Jones County Georgia

Existing Zoning Districts
in Byway Corridor

MAP 7



 <p>MIDDLE GEORGIA REGIONAL DEVELOPMENT CENTER</p> <p>175-C Emery Highway Macon, Georgia 31217 (478) 751-6160 tel. (478) 751-6517 fax www.mgrdc.org</p>	<p>Geographic Feature Legend</p>	
	<p>SCENIC BYWAY</p> <p>LOCAL ROAD / STREET</p> <p>STATE / FEDERAL HWY</p> <p>JONES COUNTY BOUNDARY</p> <p>CITY OF GRAY BOUNDARY</p>	<p>County Zoning</p> <p>AG-1</p> <p>R-R</p> <p>M-1</p> <p>C-1</p>
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MAP 8

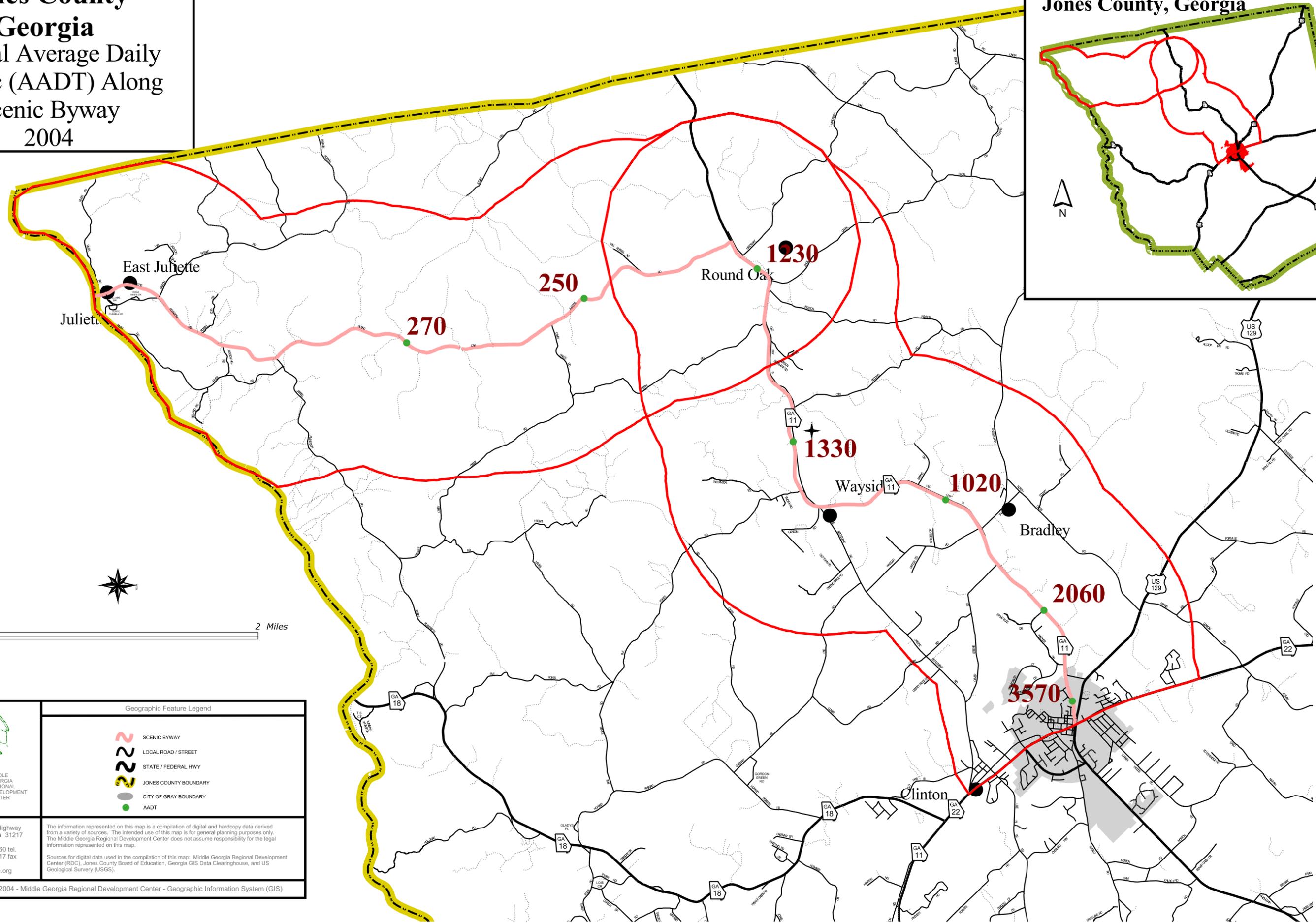
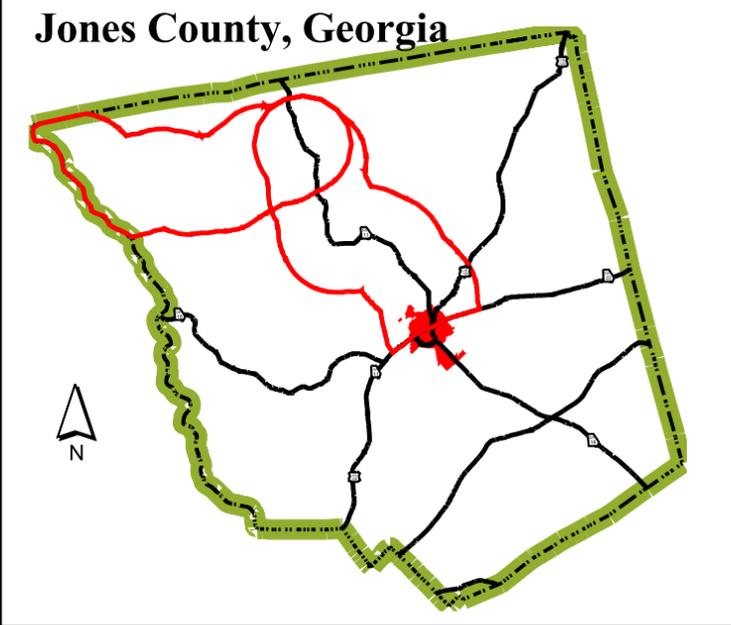
AADT ALONG SCENIC BYWAY

Jones County

Georgia

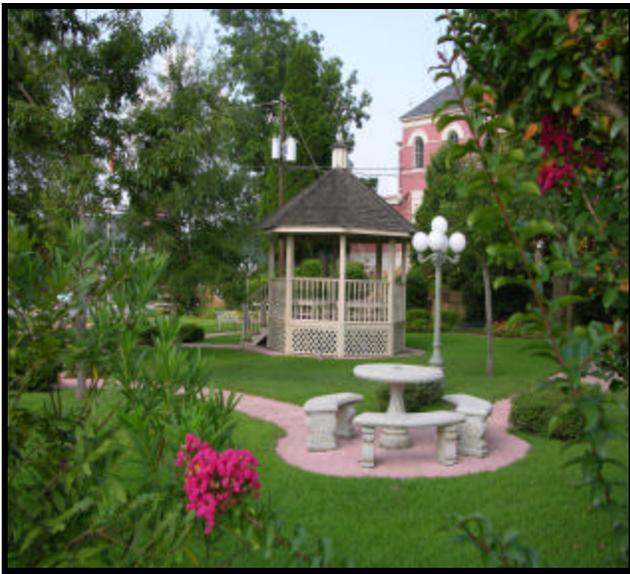
Annual Average Daily
Traffic (AADT) Along
Scenic Byway

MAP 8 2004



 <p>MIDDLE GEORGIA REGIONAL DEVELOPMENT CENTER</p>	<p>Geographic Feature Legend</p> <ul style="list-style-type: none"> SCENIC BYWAY LOCAL ROAD / STREET STATE / FEDERAL HWY JONES COUNTY BOUNDARY CITY OF GRAY BOUNDARY AADT
	<p>175-C Emery Highway Macon, Georgia 31217 (478) 751-6160 tel. (478) 751-6517 fax www.mgrdc.org</p> <p>The information represented on this map is a compilation of digital and hardcopy data derived from a variety of sources. The intended use of this map is for general planning purposes only. The Middle Georgia Regional Development Center does not assume responsibility for the legal information represented on this map.</p> <p>Sources for digital data used in the compilation of this map: Middle Georgia Regional Development Center (RDC), Jones County Board of Education, Georgia GIS Data Clearinghouse, and US Geological Survey (USGS).</p> <p>February 24, 2004 - Middle Georgia Regional Development Center - Geographic Information System (GIS)</p>

**A Pictorial Tour of
the Proposed
Ocmulgee-Piedmont
Scenic Byway**



Scene 1: Jones County Courthouse (c1906) – Outstanding Victorian Romanesque style Courthouse designed by J.W. Golucke. Granite block used in the retaining wall surrounding the courthouse grounds were taken from the Old Jones County Jail at Clinton. Views from Jefferson Street and the adjacent Carol’s Park.



Scene 2: Gray Depot (c1880s) located along the railway at the intersections of US 129, SR18, SR 22, and SR 11 and Railroad Street.



Scene 3: Views of downtown Gray streetscape from north at US 129 and south at SR 11 from intersection with Martin Luther King, Jr. Blvd. Note Gray Depot in background at beginning of byway.



Scene 4: View north along SR 11 from intersection with Martin Luther King, Jr. Blvd., near downtown Gray.



Scene 5: 243 Atlanta Road/SR 11 – One of several farmhouses located along SR 11 on the outskirts of Gray.



Scene 6: View north along SR 11 near Gray City Limits.



Scene 7: Jones County Government Center located on Industrial Boulevard, just outside the Gray City Limits.



Scene 8: 281 Atlanta Road – located on SW corner of SR 11 and Weidner Road.



Scene 9: View south down SR 11 taken across from 281 Atlanta Road.



Scene 10: View north down SR 11/Central of Georgia RR near intersection with Weidner Road – note large pecan grove on right. Pictures taken fall and spring.



Scene 11: Transverse type cow barn in fenced pasture on west side of SR 11, opposite pecan grove.



Scene 12: View north along SR 11 – note fenced pastureland on West side and pecan grove on East side of road.



Scene 13: 544 SR 11 – Late 19th century farmstead surrounded by pasture on east side of SR 11, just North of Oliver Green Road.



Scene 14: View south down Norfolk Southern Rail line, SR 11 on right. Taken from drive of 544 SR 11.



Scene 15: View north down Central of Georgia Rail line, SR 11 on left.



Scene 16: View of pastureland associated with 544 SR 11.



Scene 17: View south down Old Highway 11, intersection of Hungerford Road, Old Highway 11, and SR 11 (far right) in background.



Scene 18: Old Bradley Depot, now converted into a residence. Located on west side of SR 11 just south of small commercial area.



Scene 19: View north of small commercial area (c1890s) along West side of SR 11 at intersection with Hungerford Road, Bradley Community prior to 2005.



Scene 20: View of the same area while under restoration to house Southern Land and Lumber Company.



Scene 22: View of late 19th century, Folk Victorian style house along Hungerford Road, Bradley Community.



Scene 23: View south down Old Highway 11 from Hungerford Road, near commercial area of Bradley Community.



Scene 24: View north along SR 11 leaving Bradley Community, Wheeler Road on west side of road.



Scene 25: Cabiness-Hungerford-Hanberry House (c1805) – Located on Hungerford Road about 3 miles NE of Bradley, this house was built in 1805 by George Cabiness, a Revolutionary War veteran from Virginia who settled in Jones County in the early 1800s. The Cabiness-Hungerford-Hanberry House is thought to be the only remaining example of Jeffersonian Classicism remaining in the state.



Scene 26: View of pastureland along SR 11 – about 1 1/2 miles NW of Bradley.



Scene 27: Tenant farmhouses adjacent pastureland along SR 11 – 1 ½ miles NW Bradley Community.



Scene 28: Curve along SR 11 – 2 miles NW Bradley Community.



Scene 29: Intersection of SR 11 and Green Settlement Road, just outside the Wayside Community



Scene 30: Late 19th century gable ell type house located at intersection of SR 11 and Green Settlement Road, Wayside Community.



Scene 31: Wayside Community - view NW up Old Highway 11, taken from SR 11. Wayside Community Town Square in distance.



Scene 32: View NW of Wayside town square taken from Old Highway 11. Note the old peach packing and canning plant on the left.



Scene 33: View of town square from Old Highway 11, Wayside. Note frame railroad warehouse (left) and Wayside Presbyterian Church (background).



Scene 34: Frame railroad warehouse, town square, Wayside Community.



Scene 35: View of town square (c1900) adjacent railroad tracks from SR 11 – Wayside Community. (Note Planters Academy Georgia Historical Marker in center of photo. The marker indicates the site of the school, which was incorporated c1822. Planter’s Academy was burned by Sherman’s Army during the March to the Sea in Winter of 1864.)



Scene 36: View NE of Wayside Presbyterian Church (c1923) – Wayside Community.



Scene 37: Wayside Depot (c1890s), located along Old Highway 11 (parallel SR 11), town square, Wayside Community.



Scene 38: View north down SR 11 from center of Wayside Community –note early 20th century houses along highway.



Scene 39: View west down Otis Redding Road enroute to Cabiness-Hunt House (c1810), about 1 mile east of SR 11. The grave of 1960s soul singer Otis Reddings located on his farm along this road.



Scene 40: Cabiness-Hunt House (c1810) – Built by Harrison Cabiness, son of George Cabiness, a Revolutionary War veteran from Virginia who settled in Jones County in the early 1800s. The house is located in close proximity to Sunshine Church, where Union Cavalry were defeated during the Battle of Sunshine Church, which ended Stoneman’s Raid into Middle Georgia. The house served as a hospital for Union troops following the engagement.



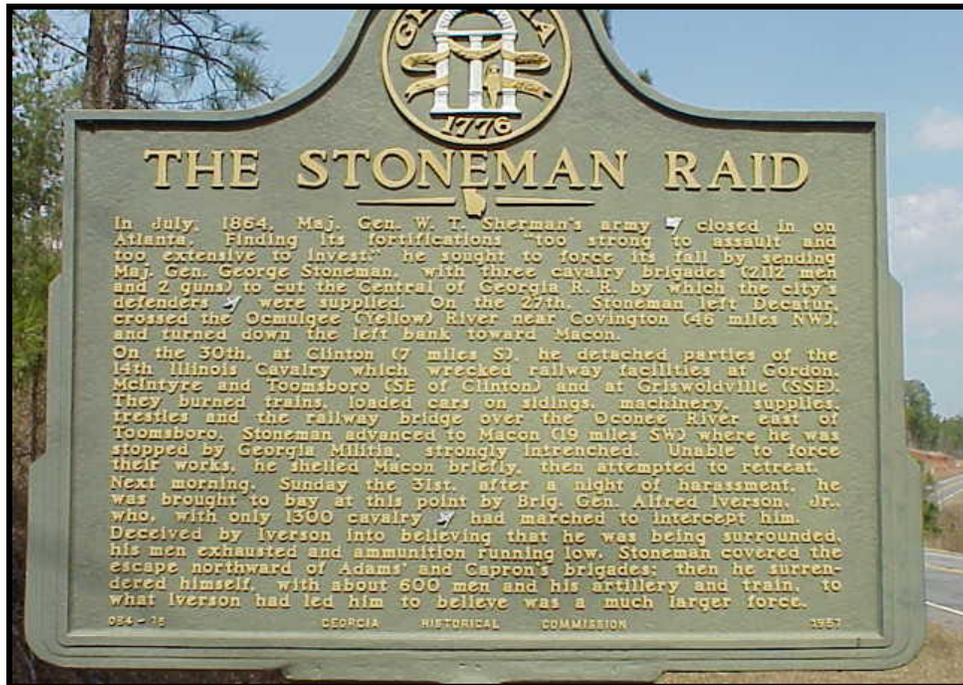
Close-up of rear elevation of the Cabiness-Hunt House (c1810), located on Otis Redding Road about 1 ½ miles east of SR 11.



Scene 41: View north up SR 11 about 1 mile South of the Round Oak Community (and several 100 yards north of the site of the Battle of Sunshine Church).



Scene 42: View north up SR 11 just outside the Round Oak Community – note GA Historical Marker on left (Stoneman’s Raid – Battle of Sunshine Church Battle Site located just South of the marker).



Scene 43: GA Historical Marker commemorating Stoneman's Raid into Middle GA and his subsequent defeat at the Battle of Sunshine Church.



Scene 44: View north up SR 11 just outside of the Round Oak Community.



Scene 45: Round Oak Depot (c1890s), located in a field on the west of SR 11. Currently being used as a hay barn.



Scene 46: View north up SR 11, crossroads/town center of the Round Oak Community in the background. Note GA Historical Marker on right – Sunshine Church II.



Scene 47: GA Historical Marker commemorating Sunshine Church II.



Scene 48: Tenant farmhouse (saddlebag type) located along SR 11, on opposite side of the railroad tracks, Round Oak Community.



Scene 49: Nice Free Classic Queen Ann style house located on west side of SR 11 at the entry road to Sunshine Church II (visible in background) – possibly associated with the church (manse).



Scene 50: Sunshine Church II (c1880), located on the west side of SR 11, Round Oak Community.



Scene 51: Nice Free Classic Queen Ann style house (c1900s) located adjacent Sunshine Church II (possibly a manse).



Scene 52: View north down Old Hwy 11, Round Oak Community. Note the two-story Joe White Store (c1900s) on right and the Old Hollis Jackson Store (c1930s) on the left.



Scene 53: View north of the intersection of SR 11 and Shoal Creek Road, Round Oak Community. Note the Joe White Store (c1900s) on right. The second floor doubled as the Woodman of the World Hall during the 1930s and 1940s.



Scene 54: View south down SR 11 from intersection with Shoal Creek Road. Note Old Hollis Jackson Store on right. The store operated between 1930 and the early 1960s.



MRS. LILLIE GORDON'S STORE (1925) (ROUND OAK)



Scene 55: Views of Mrs. Lillie Gordon's Store with landscaping and beautification efforts of local volunteers.



Scene 56: Fire Tower, located at the intersection of SR 11 and Round-Oak-Juliette Road.



Scene 57: Close up of Fire Tower and Ranger Station, Georgia Forestry Commission, District 5, Jones County.



Scene 58: Entrance into Piedmont National Wildlife Refuge, Round Oak-Juliette Road.



Scene 59: View west down Round Oak-Juliette Road, Piedmont National Wildlife Refuge.



Scene 60: View west down Round Oak-Juliette Road, veer off onto Will Russell Road on right.



Scene 61: View west down Round Oak – Juliette Road about 2.5 miles west of SR 11, Piedmont National Wildlife Refuge.



Scene 62: View west down Round Oak – Juliette Road, entrance to Piedmont National Wildlife Refuge Visitors Center in background.



Scene 63: View west up Round Oak – Juliette Road from entrance to Visitor's Center.



Scene 64: View of Visitor's Center



Scene 65: Lake views, Piedmont National Wildlife Refuge.



Scene 66: The Crutchfield House (built in stages c1850s – 1920s), Round Oak – Juliette Road at intersection with Crutchfield Road.



Scene 67: Tenant house (1910s) associated with the Crutchfield Family, Crutchfield Road, 200 yards south of Round Oak – Juliette Road.



Scene 68: View west down Round Oak – Juliette Road within the Piedmont National Wildlife Refuge.



Scene 69: View west down Round Oak – Juliette Road from entrance to The Little Rock Wildlife Drive, Piedmont National Wildlife Refuge.



Scene 70: Entrance into The Little Rock Wildlife Drive off Round Oak-Juliette Road.



Scene 71: Views west down Round Oak – Juliette Road within the Piedmont National Wildlife Refuge.



Scene 72: View of the west entrance into the Piedmont National Wildlife Refuge at the intersection of Round Oak-Juliette Road and Jarrell Plantation Road.



Scene 73: View west down Round Oak - Juliette Road near intersection with J.H. Aldridge Road, East Juliette vicinity.



Scene 74: View down Round Oak – Juliette Road about ½ mile east of the Ocmulgee River, East Juliette vicinity.



Scene 75: View west of the Juliette Bridge, which spans the Ocmulgee River, taken from the East Juliette/Jones County side at the termination of Round Oak - Juliette Road (Juliette/Monroe County in the background).



Scene 76: View of a turn-of-the-century workers cottage located in East Juliette, a small mill village community of about 50 frame, vernacular houses.



Scene 77: Saddlebag type house (c1910s), East Juliette Mill Village.



Scene 78: Views of homes in Mill Village in East Juliette.



Scene 79: View of the dam and shoals on the Ocmulgee River at East Juliette/Juliette, taken from the Jones County side. Note the hydroelectric works on the right.



Scene 80: Millrace, diversion track for hydroelectric facility (note brick and concrete structure on left).



Scene 81: View of old Juliette Tower



Scene 82: View of millrace for hydroelectric facility. Note fieldstone ruins in center of picture – site appears to have been used consistently throughout the late 19th and 20 centuries as a mill site.



Scene 83: View south down the Ocmulgee River



Scene 84: View north up the Ocmulgee River from the Juliette Bridge.



Scene 85: View of the commercial district of Juliette in Monroe County. The Whistle Stop Café, pictured on the right, was the central set for the movie “Fried Green Tomatoes.”



Scene 86: Juliette Mill (c1930s), located on the west bank of the Ocmulgee River in Juliette, Monroe County.